

The Hongkong Telegraph

(ESTABLISHED 1881)

69255 壹拜禮 號登十月十英港香 MONDAY, OCTOBER 11, 1920. 日廿月八 SINGLE COPY: 10 CTS. 355 PER ANNUM.

REUTERS' TELEGRAMS.

PREMIER'S SPEECH.

AN APPEAL FOR UNITY.

London, October 8.
In his speech to members of the Welsh National Liberal Council at Llandudno, Mr. Lloyd George said peace on earth and goodwill amongst men was the demand of the hour, and he did not know any principle which was in issue between the parties when they came to deal therewith.
Referring to the threatened miners' strike, the Premier emphasised that he was resolved never to surrender the rights of the community to a minority, though he was all for justice and equity for men who were contributing to the wealth of the nation. He was hopeful that common sense and reason would prevail at the forthcoming ballot.
The Premier predicted that Home Rule would be adopted by the Coalition and concluded with an appeal for unity until they had solved the problems darkening the horizon and the difficulties which stood in the way of humanity in marching to higher things.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

PRIVATE HOUSE RAIDED.

Singapore, October 9.
The Chinese Protectorate instituted a raid on the premises of Seah Eng Koon, the well-known millionaire, and effected many arrests.
In the gambling case which followed the accused were all discharged, there being no evidence other than that private play was indulged in.

DEATH OF CAPT. KEARON.

Singapore, October 9.
At the inquest on Captain Kearon (who, as reported the other day, was drowned in attempting to save the life of a child) the verdict was reserved.

ALTENBURG FOR ALCHON.

Singapore, October 9.
The stranded s.s. Altenburg is being offered for sale by public auction as a wreck.

EARLIER TELEGRAMS.

POLAND AND LITHUANIA

London, Oct. 7.
A Polish official message states that the Polish troops are retreating on the entire front. Hostilities on the Lithuanian front, from the East Prussian frontier to Monstelski, have been ordered to cease in accordance with the League of Nations proposals.
Warsaw, Oct. 8.
In agreement with Poland and Lithuania, the commission appointed by the League of Nations has fixed provisionally the frontier stretching from the German frontier to the confluence of the Ignorka and Niemen, along the Niemen as far as Uchls, and south to Mereth. Polish and Lithuanian troops are to be withdrawn six kilometres from this line.
London, Oct. 8.
General Wrangel, in a communique, reports the rout of two Bolshevik infantry and one cavalry divisions, and claims a thousand prisoners. In the direction of Simlenkovo two thousand prisoners, four trains, three guns and many machine-guns were captured.

THE COAL CRISIS.

London, Oct. 7.
Mr. Smillie in a statement at Glasgow advised the miners to vote for acceptance of the owners' offer as a temporary measure and to settle down for three months, wherein an agreement satisfying the miners might be reached. Mr. Smillie's appeal is significant in view of the fact that hitherto eight important local Miners' Councils have recommended rejection of the owners' offer.
The coal situation has worsened owing to the Council of the Yorkshire Miners' Association overwhelmingly recommending the members to vote against any datum line. This is a surprising development, as it had been confidently anticipated that Yorkshire would strongly support peace.

MESOPOTAMIAN SITUATION.

London, Oct. 7.
A War Office communique states that our relief column moving on Samarra has reached Darraji station, twenty-eight miles from the town. Reconnoitring aeroplanes observed "all well" signals from the Kufa garrison, but the Arabs are destroying the Kufanejef line. The rearguard of the column marching to Sellah from Baghdad was attacked at Mahmudiya, which is nineteen miles south of Baghdad, by insurgents whom an armoured train dispersed. Dealing with the tribal situation reports are to hand of the submission of a large number of tribes in the Middle Euphrates, the Upper Euphrates and the Shatteladham district, fifty miles north of Baghdad in South Kurdistan.

TOGOLAND.

Paris, Oct. 8.
According to an official announcement, the former German colony of Togoland, West Africa, was formally handed over to the French authorities by the officer commanding the British troops of occupation, who, welcoming the French troops, extolled the unalterable comradeship of the two armies, whereupon the French and British flags were hoisted side by side on Government building and were saluted by twenty-one guns. Togoland produces chiefly oilseeds, such as peanuts and copra, which now find in Marseilles a large market.—Havas.

ILFORD BY-ELECTION.

London, Oct. 8.
The Ilford by-election resulted: Wise (Coalition Unionist) 15,612; King (Labour), the ex-M.P., 6,677; Thompson (Liberal) 6,515.

(Continued on pages 2 and 3.)

RACING IN THE COLONY.

IMPRESSIONS OF A NEW-COMER.

It is scarcely necessary to say that a new-comer finds equine racing in the island to differ largely from "the turf" at Home; but it may be remarked that from the point of view of the spectator the differences are largely in favour of the Colony. To start with, everybody can get a view of the inner side of the "show," such as the weighing-in and weighing-off ceremonies, which many racegoers in England can never see. Another welcome feature is the shortness of the interval between the events.

One very noticeable point to a fresh arrival is the orderliness of the proceedings. There is excitement in plenty, but an entire absence of those elements which, especially during the season just closing, have again brought horse-racing into disrepute in the Old Country. The worst of these elements were that ancient enemy the defaulting bookmaker and the audacious gangs of roughs known as "the boys," whose depredations during the past season have amounted to highway robbery pure and simple.

Probably the better state of things obtaining in the Colony is due in no small measure to the pari-mutuel which, with its methodical regulations, obviates baggling with bookmakers, and, where it is adopted in the Old Country, would no doubt render the work of the ticket-snatcher more difficult. Yet so wedded is the Englishman to the old type of speculation that one is inclined to doubt whether the "tote" will supersede the "book" at Home, though it may be that the two will be found together. A comparison of the two financially would necessitate a pretty close investigation into figures, but one might say straightaway that the Colonial system is to be preferred for place betting. The result of the third race, from the betting standpoint, would appear incredible to the average turfite at Home, the place price being, if only fractionally, higher than the win price.

Other points to impress a new-comer favourably were the elimination of such pests as three-card manipulators, tipsters, and itinerant vendors of dubious-looking comestibles, to say nothing of the absence of heaps of litter resulting from discarded betting sheets and the like. Still another matter to strike one is that everybody is well dressed. At Home, even at such fashionable meetings as Ascot and Goodwood, tatterdemalions and collarless gentry in general are to be seen by the thousand as well as superbly-groomed members of the fashionable world. Then, in England, there is the discordant sound of raucous-voiced bookmakers "shouting the odds," from which the pari-mutuel spares the spectator here. Nor does the Colonial racecourse appear to need a cohort of flat-visaged individuals rather past the strenuous work of the ring, but eminently valuable to English bookmakers as a bodyguard when "the boys" are around. In short, racing in England is like a huge fair; in this Colony it is a garden-party.

LONDON'S AMERICAN NAMESAKE.

The Mayor of the city of New London, Connecticut (Mr. E. Frank Morgan), has written to the Lord Mayor, sending greetings to Old London. New London, he says, was founded in 1646 by Governor John Winthrop, and is located at the mouth of the River Thames, on Long Island Sound. He invites citizens of London, when in America, to visit this beautiful little city by the sea, and adds: "I have often wondered if your city has some of the relics of the late war that would serve as an ornament in our memorial park, in the form of a moderate-sized gun or two that had seen action in that sector of the Great War in which the American troops took part."

THE GYMKHANA.

"SLAM" WINS THE STAKES.

In spite of the inclemency of the weather of the few preceding days and the heavy nature of the course, Saturday's Gymkhana proved to be the most successful of any held this season. There was an extremely large attendance (a record in fact), racing was keen and interesting, and cash sweep dividends and pari-mutuel figures proved to be as high as our own optimistic anticipations. His Excellency the Governor and Lady Stubbs were present and all things combined to make the meeting really noteworthy.

As regards the actual racing itself, interest greatly centred in the Gymkhana Stakes, the two favourite ponies (Spotted Sand and Slam) fighting out a hand race for first place. Slam just gained the victory by half a length, which means that these two ponies are now level in points for the possession of the Cup. The next and last gymkhana of the season will doubtless provide an exciting tussle for the victory. All the other racing was keen, and full details will be found below.

A record for gymkhana meetings was established in the Cash Sweeps, the first prize in the final race amounting to no less than \$2,572. Some extremely big dividends were paid out from the betting booth, the dividend of \$322.00 for a third place in the Ladies' Nomination Race being the most notable example.

The band of the Wiltshire Regiment was in attendance and greatly contributed to the enjoyment of the afternoon.
The officials were as under:—
Patrons: His Excellency Sir R. E. Stubbs, K.C.M.G., His Excellency Vice-Admiral Sir A. L. Duff, K.C.B., His Excellency Major-General F. Ventris, C.B., Commander W. Bowden-Smith, C.B.E.
Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio). The Hon. Mr. John Johnstone, D. M. Ross, Esq., C. H. Blason, Esq., D. E. Clark, Esq., L. N. Lee, Esq., Major Timmis, Col. J. R. Wyndham, Judge, D. E. Clark, Esq., Assistant Judge, D. M. Ross, Esq., Handicapper, Dr. C. Forsyth and E. B. Reed, Esq.—in charge of the Scale, M. T. Johnstone, Esq.—1st Starter, H. C. E. Way, Esq.—2nd Starter, L. N. Lee, Esq., and C. H. Blason, Esq.—Paddock, M. S. Sassoon, Esq.—Time Keeper.

The results were as under:—
1.—FIVE FURLONGS HANDICAP, A CLASS.—For China Ponies that have run in Gymkhanas this season, and not won a race. Distance Handicap, Pole Scouries, and similar events are not considered as Races, winners of these being therefore eligible unless otherwise disqualified. If there are sufficient entries the ponies will be divided into A and B classes, the standard of the B class being necessarily very low, so that exceptionally slow ponies may be entered. Entrance Fee \$5. 1st Prize: \$120. Second Prize: \$75. 3rd Prize: \$50.
Mr. Towers' d. Pantile (late Dunmore Dahlia), 154 lbs.
Mr. F. M. L. Soares b. Hon. Mr. John Johnstone's b. P. S. 161 lbs., Mr. Johnstone's b. Mr. John Bell-Irving's blk. Brutus, 153 lbs., Mr. Bell-Irving's blk. 8
Also ran: Mr. Nemaze's ch. Second, 166 lbs., (Mr. Nemaze); Mr. Blank's g. Tiedgar, 146 lbs., (Major Timmis); Mr. P. A. Cox's b. Red Coat, 147 lbs., (Mr. Cox).
Two lengths; four lengths, Time: 1:20.
Pari-Mutuel: Winner \$12.90; Places, \$5.90, \$6.20 and \$6.40.
Cash Sweep: 1st prize No. 169, \$1,422.20; 2nd, \$20; 3rd, \$204.50.
Unplaced: 349, 458 and 298.

2.—FIVE FURLONGS HANDICAP, B CLASS.—For China ponies that have run in Gymkhanas this season, and not won a race. Distance Handicap, Pole Scouries, and similar events are not considered as Races, winners of these being therefore eligible unless otherwise disqualified. If there are sufficient entries the ponies will be divided into A and B classes, the standard of the B class being necessarily very low, so that exceptionally slow ponies may be entered. Entrance Fee \$5. 1st Prize: \$120. Second Prize: \$75. 3rd Prize: \$50.
Mr. Towers' d. Pantile (late Dunmore Dahlia), 154 lbs.
Mr. F. M. L. Soares b. Hon. Mr. John Johnstone's b. P. S. 161 lbs., Mr. Johnstone's b. Mr. John Bell-Irving's blk. Brutus, 153 lbs., Mr. Bell-Irving's blk. 8
Also ran: Mr. Nemaze's ch. Second, 166 lbs., (Mr. Nemaze); Mr. Blank's g. Tiedgar, 146 lbs., (Major Timmis); Mr. P. A. Cox's b. Red Coat, 147 lbs., (Mr. Cox).
Two lengths; four lengths, Time: 1:20.
Pari-Mutuel: Winner \$12.90; Places, \$5.90, \$6.20 and \$6.40.
Cash Sweep: 1st prize No. 169, \$1,422.20; 2nd, \$20; 3rd, \$204.50.
Unplaced: 349, 458 and 298.

eligible unless otherwise disqualified. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$50.
Mr. Seth's d-ch. Cannon, 153 lbs., Mr. Seth's blk. 1
Mr. Grimstone's w. Scottie (late Scotia Dahlia), 160 lbs., Mr. Grimstone's blk. 2
Mr. Blank's g. Cranby, 157 lbs., Mr. Gibson's blk. 3
Also ran: Mr. Soares's blk. Discarded, 152 lbs., (Mr. Soares); Mr. D. M. Ross d. Gordie Mac, 154 lbs., (Mr. T. W. Doyle); Mr. Dalrem's g. Sinza, 147 lbs., (Mr. J. A. Remedios); Mr. Jay Pee's g. Aidlog II (late Tambourine), 147 lbs., (Mr. Nemaze); Mr. Jay Pee's blk. Orion, 148 lbs., (Mr. Alves).

Short head; many lengths Time 1:23.35.
Pari-Mutuel: Winner, \$16.20; Places \$3.20, \$11.20 and \$12.90.
Cash Sweep: 1st No. 123, \$1950.30; 2nd 454, \$565.80; 3rd 399, \$282.20.

3.—GYMKHANA STAKES.—Value \$250. Distance—One Mile. For all China Ponies. Catch weights at 10 st. 6 lb. Winners of an open race or open Griffin race or Ponies that have won aggregate prize in the Gymkhana Stakes in any season 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb.
A Cup to be run for five times or as decided by the Committee, called the Gymkhana Cup, will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race this season to carry 5 lb. extra for each win in subsequent starts for the Race, but in the event of a Pony carrying the penalty not winning, 2 lb. to be deducted next time he starts, such 2 lb. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulate up to 15 lb. In the event of two or more Ponies tying with the same number of marks after five Races have been run the owners shall either divide the value of the Cup which is hereby placed at \$100 or shall run off on a day to be fixed by the Committee not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights shall be weight for inches as per scale. Entrance Fee \$5. 2nd Prize: \$125. 3rd Prize: \$75.

Marks carried to date: Spotted Sand 10, Slam 3, Malcolm 1, Beggar King 1, Siamese Cat 1, Mr. Johnstone's w. Slam, 154 lbs., Mr. Johnstone's blk. 1
Mr. Soares's blk. Spotted sand, 161 lbs., Mr. Soares's blk. 2
Mr. Johnstone's ch. Lightning, 146 lbs., Mr. Bell-Irving's blk. 3
1 1/2 lengths; 3 lengths, Time: 2. 11 1/2.
Pari-Mutuel: Winner, \$11.40; Place \$11.70.
Cash Sweep: 1st No. 530, \$2,245.60; 2nd 295, \$841.60; 3rd 362, \$320.80.

4.—LADIES' NOMINATION: BALL AND BUCKET RACE.—Open to Members of the Jockey, Gymkhana, and Polo Clubs. Each Competitor, mounted on China Pony, will have 2 or 3 Posts with Polo Balls on top, and a bucket, assigned to him.
He will ride to a post, take off ball, ride to bucket, and drop ball in, returning for each other ball in the same manner, and when all have been dropped in bucket, ride past winning post.
If a ball falls to the ground, the competitor may dismount to recover it, but no balls may be removed from post or dropped in bucket unless he is mounted at the time, and each ball must be dealt with successfully before starting for another. Entries Free. Prizes presented by the Gymkhana Club to 1st, 2nd, and 3rd Competitors, and Souvenirs to the Ladies Nominating same.
Mr. C. Sargeant nominated by Miss Mitchell 1
Mr. J. M. Dodington nominated by Mrs. Wyndham 2
Mr. A. J. Barnett nominated by Mrs. Pearce 3
Also competed: Mr. H. Seth nominated by Mrs. Bell-Irving nominated

by Mrs. Bell-Irving; Hon. Mr. Johnstone nominated by Mrs. Moxon; Mr. S. E. Grimstone nominated by Miss Aucott; Mr. P. A. Cox nominated by Mrs. Crockett; Major C. A. Law nominated by Mrs. Law; Major A. W. Timmis nominated by Mrs. Timmis; and Mr. R. M. P. Beaven nominated by Mrs. Jessell.
Part-Mutuel: Winner \$91.50; Places \$23, \$74.20 and \$282.00.
Cash Sweep: 1st No. 457, \$2,017.40; 2nd 267, \$478.40; 3rd 70, \$283.20.
Unplaced: 468, 501, 58, 431, 407, 56, 504 and 129.

5.—ONCE ROUND RACE.—For all China Ponies that have run in Hongkong Gymkhanas this season. Weight for Inches: Winners of one Gymkhana Race this season 5 lbs. extra; of two or more Races 10 lbs. extra. Jockeys who have won more than ten Official Races 7 lbs. extra. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$50.
Mr. N. J. Stabb's g. Salamander, 160 lbs., Mr. Doyle 1
Sir Paul's blk. Blackbird Dahlia, 160 lbs., Mr. Seth 2
Mr. Ferndud's ch. Pawnsbop, 160 lbs., Mr. Soares 3
Also ran: Mr. J. Bell-Irving's br. What is it (late Sumatra Chief), 152 lbs., (Mr. Bell-Irving).
Short head; a length, Time: 2:03.45.
Pari-Mutuel: Winner \$23.40; Places \$9.10 and \$6.40.
Cash Sweep: 1st No. 567, \$2,197.30; 2nd 464, \$527.30; 3rd 426, \$312.90.
Unplaced: 537.

6.—DISTANCE HANDICAP: ABOUT HALF A MILE.—For all China Ponies. Catch weights 155 lbs. Pegs will be placed on the outside edge of course, and chalk lines marking the position of each pony according to the handicap (in yards) conceded. The Race will be started by sounding a gong, and each rider must keep his pony behind the line assigned to him until the signal is given. Any rider whose pony is then over the line, or moving forward faster than a walk, must return and start again or be disqualified. Matrons may assist by holding ponies if desired. Open to Members of Jockey, Gymkhana and Polo Clubs. Entrance Fee. 1st Prize: \$160. 2nd Prize: \$80. 3rd Prize: \$40.
Mr. Seth's g. Moonshine, 155 lbs., (45 yards), Mr. Seth 1
Mr. Soares's blk. Discarded (late St. Chad), 155 lbs., (60 yards), Mr. Soares 2
Mr. J. Bell-Irving's br. Ring wood, 155 lbs., (50 yards), Mr. Bell-Irving 3
Also ran: Mr. P. A. Cox's h. Red Coat, 155 lbs., (Mr. Cox); Mr. J. Bell-Irving's blk. Wee Mouse, 159 lbs., (Mr. T. W. Doyle); Mr. Blank's g. Tiedgar, 158 lbs., (Mr. Gibson); Capt. H. S. McGrath's ch. Pesame (late Claymore Dahlia), 155 lbs., (Major Timmis); Mr. C. Sargeant's ch. Winterlight, 153 lbs., (Mr. Sargeant); Mr. R. A. Denne's ch. Wakeford, 155 lbs., (Capt. Beaver); Mr. Jay Pee's g. Aidley II, 155 lbs., (Mr. Alves); Mr. Markin's b. Buck up, 155 lbs., (Mr. C. A. Harriman); Mr. Nemaze's g. Supper Dance, 155 lbs., (Mr. Nemaze); Mr. Dalrem's g. Sinza, 155 lbs., (Mr. J. A. Remedios).
Two lengths; four lengths, Time: 58 2/5 secs.
Pari-mutuel: Winner \$21.90; Places, \$9.50, \$11.60 and \$17.70.
Cash Sweep: 1st No. 505, \$2,222.50; 2nd 295, \$635.00; 3rd 121, \$317.50.
Unplaced: 539, 130, 541, 460, 530, 698, 443, 268, 217 and 471.

7.—HANDICAP: ONE AND A QUARTER MILE RACE.—For China Ponies. Entrance \$5. 1st Prize: \$200. 2nd Prize: \$100.
Mr. Soares br. Siamese Cat, 156 lbs., Mr. Soares 1
Mr. Johnstone's g. Burning Daylight, 156 lbs., Mr. Johnstone 2
Mr. Bell-Irving's g. Attraction, 152 lbs., Mr. Bell-Irving 3
Also ran: Mr. Johnstone's ch. Alexander, 164 lbs., (Mr. Doyle); Mr. Nemaze's ch. Sepand, 145 lbs., (Mr. Nemaze); Mr. Sait's g. St. John (late Season Ticket), 145 lbs., (Mr. G. A. Harriman); Capt. H. S. McGrath's g. Patrick (late Glenmore Dahlia), 140 lbs., (Major Timmis).

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MOTOR STASH.

THREE LADIES INJURED.

It is stated that on Saturday evening a rather bad motor accident occurred on the Aberdeen Road, as a result of which three Chinese ladies were injured. It is stated that motor car No. 337 was being driven by a Chinese chauffeur at a rather fast speed and in negotiating one of the small bends just past Aberdeen he ran the car with terrific impact into a rock by the side of the road. The passengers were thrown out, the three ladies most injured being taken on to the Repulse Bay Hotel by one of the Hongkong Hotel motor cars which passed soon after the accident. They were here attended to and later sent back to Hongkong. The driver escaped injury. The motor car was badly damaged and was towed back to Hongkong.

DAY BY DAY.

The H.M.S. Tamar Quardrille Club, commences its season with a dance in the Seamen's Institute tomorrow evening. Dancing begins at 8.30.

THE CHANNEL SWIM.

SULLIVAN FAILS ONCE MORE.

After swimming for 19 1/2 hours, during which he covered 100 miles, and drifted, Harry Sullivan, the American, was compelled to give up the swim three miles from Cape Grisez. The seas had been so heavy for several hours that the two small boats which were accompanying the motor lugger in order to attend to the swimmer were swamped on two occasions, and the crews were wet to the skin. The wind was from the north-west, and the big seas rolling on to Cape Grisez made a heavy backwash that was felt for several miles out. The change of weather in the morning was very unfortunate, as splendid progress had been made throughout the night, which had been calm, with a slack tide. Sullivan was very cheery throughout the swim, laughing and joking with those about the motor trawler and the two boats which were accompanying him—in fact, he was a good deal more comfortable than many of the party who accompanied him. His principal sustenance consisted of beef steak, which was cooked aboard the trawler.
On a previous attempt in 1913, Sullivan reached within six miles of the French coast after 10 hours swimming.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 4s.10 1/2 d.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.3 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.5 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

Length and a half many lengths.

Time: 2:51 4/5.

Pari-Mutuel: Winner \$24.90; Places \$6.90, \$5.80 and \$7.30.

Cash Sweep: 1st No. 318, \$272.50; 2nd 821, \$75; 3rd 278, \$37.50.

Unplaced: 471, 9 and 101.

NOTICES

SONGS YOU HAVE NOT HEARD

ALGIERS

CHINA MOON

CONRIDE O'MINE

BY A WINDOW IN BAGDAD

SWEETHEART BLUES

WAY DOWN BARCELONA WAY

SALLY THE VILLAGE VAMP

SILVER WATER

YOUR WONDERFUL EYES

WHEN GOD GAVE YOU TO ME

MY SWEETIE'S SMILE

MOONLIGHT IN MANDALAY

KEEP IN TOUCH WITH US FOR ALL THE LATEST HITS

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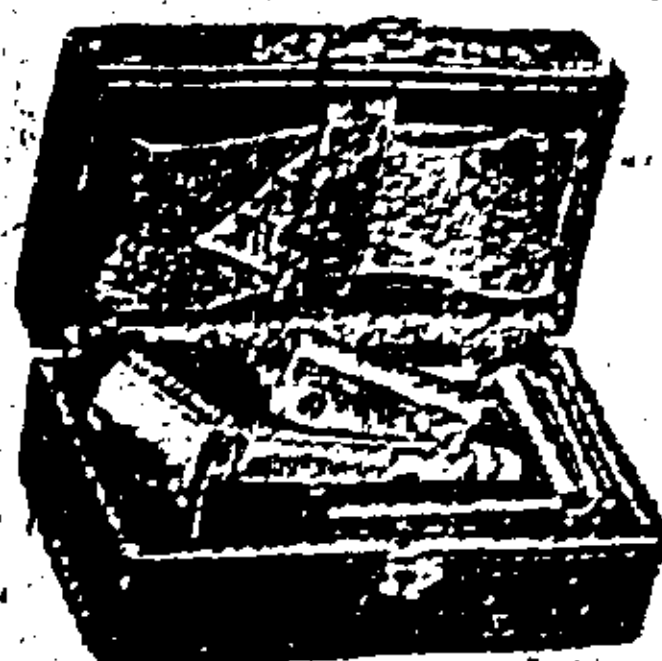
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"HONGKONG EMPORIUM"

LENIN'S WORLD PLOT.

DANGER TO THE WEST.

Dr. Harold Williams writes in the Times:—The Bolsheviks have greatly increased their prestige outside Russia during the last few months. The new Power that has arisen in the East out of the wreck and ruin of the war is attracting the puzzled attention of war-weary peoples and Governments.

Lenin has every reason to congratulate himself on his success. Four years ago the head of a tiny coterie in La Carouge, the home of revolutionary exiles in Geneva, he now finds the Governments of Europe, the victors and the vanquished, watching his movements with respect not unmingled with fear; scanning his wireless with eager interest; trying to solve the difficult problem of establishing regular relations with him and with his unprecedented form of government.

Italy has established friendly relations and has begun to trade with him. Czechoslovakia is interested, and is making friendly overtures. A Bolshevik envoy has taken up his residence in Berlin, and Dr. Simons, the German Foreign Minister, declares that it is absurd to stigmatize the members of the Soviet Government as criminals. It is not impossible, indeed, that a treaty has been concluded between the Governments of Moscow and Berlin. And—the most remarkable fact of all—Lenin's envoys are received in England with an interest and an attention more marked than that accorded to the representatives of any foreign Power. There is a pressing demand in many quarters for peace with Russia, the establishment of normal trade relations, and the recognition of the Soviet Government.

It is not that the Bolshevik doctrine in its extreme form is accepted for the moment by any but a small body of extremists. The average practical man certainly does not like what he knows of Bolshevism, and is just a little afraid of it. But an atmosphere favourable to Bolshevism has been created in many circles that reject Lenin's doctrine and would resent the idea of his system being established in England. These very circles ardently support Lenin at every stage of those difficult and complicated international negotiations that are preparing for him a triumphant march into Western Europe.

That in this process those small nationalities, whose independence a short time ago was one of the chief articles of their creed, will inevitably be sacrificed, is apparently not a consideration that seriously troubles their sense of consistency. They are in the power of an emotion that makes them regard every thing that the Bolsheviks do in international politics as right, and everything that their opponents do as wrong. Lenin's battles are being fought for him by Governments which he openly defies and insults, and by Liberals, Labour Leaders, and Socialists on whose persons and whose policy he pours continual scorn. This "Piper of Moscow" plays a wonderful tune that makes a most motley crowd dance down the broad way, whose end he triumphantly and contemptuously foretells.

A WORLD REVOLUTION. For this sinister figure who is now becoming a controlling force in European politics makes no secret of his plans. Vladimir Ulianoff, the son of a Volga schoolmaster, has, for the last 25 years, thought and studied and worked, and is now working with unexpected resources and prestige, to bring about a world revolution. The idea is, of course, incredible and absurd. But three years ago the idea that Lenin would attain the position he has now attained seemed hardly less credible and hardly less absurd. He has succeeded so far beyond all expectation. Is it possible that his successes will develop till his goal is reached? President Wilson's programme has failed. An intractable Europe has refused to submit to the Fourteen Points. Is it possible that it is Lenin after all who has guessed the secret of the historical process in which we are involved, and that the new world that is to come after the war will be moulded after his fantastic conceptions?

It is time to determine our attitude to this question, which is really the one important question at issue. What primarily matters is not whether Russia possesses burning corn-bins or whether Poland was right or wrong in the various stages of her conflict with the Soviets. The only thing that really matters now is whether Lenin will suc-

EARLIER TELEGRAMS.

(Continued from page 2.)

BRITISH TRADE.

London, Oct. 8. The Board of Trade returns for September record another notable increase in exports, and the lowest total of imports since last November. The exports totalled £117,500,000, an increase of £51,000,000 compared with September, 1919. Imports totalled £182,500,000 an increase of £4,000,000. The exports of cotton yarns and manufactures registered an advance of nearly £20,000,000 and those of woollen and worsted yarns and manufactures £3,500,000.

NEW BRITISH LOAN.

London, Oct. 10. The "Times" states that the prospectus is being issued of a new British loan, nominally of £15,000,000 at three per cent. for local loans. The stock will be issued at fifty. It is for housing and other purposes.

CANADIAN TANKER EXPLODES.

New York, Oct. 7. A disastrous explosion has occurred on board the Canadian tanker G. R. Crowe while dry-docked at Brooklyn. Ten workmen are reported killed and twenty badly burned were rescued by firemen, wearing gas-masks. One man miraculously escaped. He was blown over sixty feet away and dropped uninjured on top of a shed.

CANADIAN WHEAT YIELD.

London, Oct. 8. The "Times" correspondent at Toronto says that Canada never had a better year agriculturally. The wheat yield is estimated at 239,000,000 bushels, compared with 193,000,000 last year.

THE AMERICAN CENSUS.

New York, Oct. 8. The official census of the population of the United States shows 105,500,000, an increase of over 14 per cent. compared with the last census.

AMERICA AND MEXICO.

Washington, Oct. 6. Senator Calderon, Mexican High Commissioner at Washington, has resigned and is returning to Mexico City. It is stated, owing to his failure to accomplish his mission, namely settlement of all American-Mexican differences.

THE NEW CONSORTIUM.

New York, Oct. 6. It is announced that the International Consortium for financial and economic assistance to China will be perfected at a conference of British, French, Japanese and American delegates here beginning on 11th Oct., following the return of Mr. T. W. Lamont from the Far East.

S. RIGGS TRAIN SMASH

Venice, Oct. 8. A serious railway accident, involving the deaths of at least twenty-three passengers, and a number severely injured, occurred on a bridge spanning a lagoon. The train from Venice to Bologna ran into the rear of a train going to Milan.

ALLEGED SHIPPING FRAUDS.

New York, Oct. 6. Victor S. Fox and William H. Kaiser, respectively Treasurer and President of several steamship companies which took over a number of Shipping Board vessels, have been indicted on a charge of conspiracy to defraud the Shipping Board by false accounts.

PRESIDENT WILSON'S LEADERSHIP.

Washington, Oct. 9. The Federal Council of Churches of Christ of America, representing most of the Protestant denominations, have presented their Chaplain's Medal to President Wilson as an expression of appreciation of his services in leadership in the world, and bringing to the world the ideals embodied in the League of Nations.

THE PORTUGUESE STRIKES.

London, Oct. 7. The Portuguese Legation in London states that the reports of strikes in Portugal are exaggerated. A telegram from Portugal dated the 6th has been received at the Legation, and it merely refers to a partial railway strike on the Companhia Portuguesa. It says the bulk of the employees are remaining at their posts, many trains are running, and order is undisturbed.

FRANCE AND GERMANY.

Paris, Oct. 8. Official confirmation concerning the reported direct Franco-German negotiations as regards reparations are not yet forthcoming. An official communique declares that for the moment direct negotiations are confined to technical questions as regards exports and imports, and none respecting reparations is at present envisaged.

ceeded in plunging Europe into a series of civil and international wars in his efforts to bring about a universal revolution and to establish in a world, just come to a consciousness of its unity, the dictatorship of the proletariat.

The divisions of Europe, the incoherence of opinion in every country, the absorption of petty parties in minor issues, favour the development of the Bolshevik plan. Bolshevism is no longer a Russian phenomenon, and, indeed, it has never professed and was never intended to be simply Russian. Russia has passed through the bitter experience. She knows to the remotest wave of her struggling consciousness what Bolshevism is, and her condition may be a warning or an example to the rest of the world. Bolshevism has come out definitely into the international arena, and immed-

(Continued on Page 5.)

NOTICES.

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Put up in two forms:—Ointment and Spray.

These preparations we can thoroughly recommend as a
prophylactic in INFLUENZA being easy and simple in use.

Ointment in pots or tubes60 cents.
Sprays Solution\$1.00 each.
Sprays for Solution\$2.50 each.

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G. MOUSSION,

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Large fresh Stock

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FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

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Two working parts only.

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CRICKET.

INTERPORT TRIAL MATCH.

Teams captained by Mr. W.C.D. Turner and Mr. R. Hancock played an interport trial match on Saturday on the H.K.C.C. ground. The ground was on the soft side, and this was a factor in favour of the bowlers. There was not a great deal of good cricket seen, Turner's XI failing to make anything like a stand, all being dismissed for 58. Only two of the team reached double figures. Hancock's team did better, mainly due to the batting of Pearce, Davies, Stalker and Hancock, knocking up 147 in all. Scores:—

MR. TURNER'S TEAM.
G.R. Sayer, c Pearce b Davies 3
A.A. Rumbah, c and b Harris 11
F.J. de Rome, c Pearce b Reid 1
B.D. Evans, b Reid 1
W.D. Wilson, run out 1
Capt. Oliver, c Pearce b Spinks 3
W.C.D. Turner, not out 10
A.F. Wood, b Harris 6
C. Blake, run out 1
Lt. Col. Bowen, run out 1
Lt. Hammond, st. Pearce 1
b Bird 1

Extras 1

Bowling analysis:—
Total 157
Bird 22 1 5 3
Davies 4 1 8 1
Reid 6 2 6 2
Spinks 6 1 18 1
Harris 5 2 5 2
Stalker 1 1 12 2

MR. HANCOCK'S TEAM.
Capt. Spinks, b W. Hammond 8
Capt. Gray, c Edwards 2
Hammond 2
E.L. Braga, c Hammond 1
b Rumbah 1
Mr. Bagnall, c Wood 1
b Edwards 1
Capt. Davies, c Edwards 1
b de Rome 1
T. E. Pearce, retired 20
R. Hancock, c Edwards 1
K. R. Macaskill, c Brown 1
b Hammond 1
J. A. Stalker, c Edwards 1
b Sayer 1
E. B. Reid, c Evans 1
R. E. O'Driscoll, b Bowen 1
Extras 1

Bowling analysis:—
Total 157
Rumbah 11 2 21 3
Hammond 8 1 14 1
Evans 8 1 14 1
Edwards 20 1 20 2
de Rome 1 1 11 1
O'Driscoll 2 1 11 1
Sayer 3 1 12 1
Brown 3 1 12 1

LADY M.P. AS ATHLETE.

LEAP WHICH AMAZED BOY SCOUTS.

Lady Astor, M.P., accomplished an amazing feat recently at the Washington Inn, the well-known hospitality centre for Americans in St. James's-square, London. She was a guest at a reception to the American Branch of the International Boy Scouts' Jamboree, and had been given "three cheers and a tiger," as well as having the song "Way Down in Ole Virginia" (Virginia is her native State), played in her honour.

Her ladyship was leaving the inn, escorted by members of the committee, when it was found that the big side gate in the six-foot fence was locked.

"You will have to go round," said a member of the committee, but Lady Astor exclaimed: "I will now teach you how to vault or climb over a fence in case we have another war."

Gathering her skirts together she leaped lightly and cleared the gate, a feat of which any of the youthful Scouts present would have been proud. The approving howl that went up from those present was heard all over the neighbourhood.

The 300 American Boy Scouts attending the Jamboree were entertained to dinner, and Lady Astor urged them not to lend themselves when they went back to partisan efforts perpetuating bitter feelings between Britain and the U.S.A. If the Anglo-Saxon races stuck together, she declared, we should set up so high a standard that all the world would have to follow it.

A NEW WORLD-STATE.

MR. H. G. WELLS' WAY TO PEACE.

Speaking at the History Summer School at Birmingham on "An Apology for Utopians," Mr. H. G. Wells said the Utopian method was the method of planning. Every architect before starting to build had a Utopian vision in his mind. Utopias had often been sneered at by the so-called practical men who only recently sneered at motor-cars, aeroplanes, and submarines. To meet this prejudice old writers of Utopias had often said their Utopias were in a distant island or planet. In a sense Utopias were treason to the things that are and to the people that are.

The new Utopias were plans for new worlds. Early Socialists, Mr. Wells continued, were entirely Utopian. They made their appeal to the creative impulse in man. He regarded the failure of the Soviet Government to establish Socialism as due to their non-Utopian methods. They came into power with a doctrine instead of a vision. He thought Russia would ultimately fall back into a State largely made up of peasant proprietors with its industry recognised by foreign capitalists.

The Marxists could not overcome the fact that when the men in control got control they became different from the people they ruled over. When the war came on state-men's views were shown to be inadequate. They had no world Utopia ready. What the world now needed if civilisation was to be saved was a Federal World State. The idea of a League of Nations was not big enough.

Europeans, said Mr. Wells, tended to rely politically on American support, and he showed that the situation in America is entirely different. The idea of a world State was rendered necessary by the rapid growth of means of communication and this involved a complete change of political life. The main air routes of the future were overland routes, whereas the British Empire was an ocean Empire. In the future it would be impossible to protect our sea routes against submarines and aircraft, and if we tried to connect by air we had to go over foreign States. The great new problem of air transport might be strangled by the present ridiculously restricted State frontiers. He often found it impossible to convey to an American how impossible European boundaries are. If an American wanted to go from New York to St. Louis he got in a train and went, but if we wanted to go from London to Warsaw we had to get passports, be examined at frontiers, change our money, re-book and suffer many inconveniences. Then it was as difficult to get back. Even then one had not travelled as far as from New York to St. Louis. The countries he would travel through from London to Warsaw were no bigger than Texas. Therefore if one spoke of France as a nation one wanted a different name for the United States. This caused the Americans to have totally different political ideas.

The idea of a League of Nations was all right for America but too small for Europe. The European situation was more intense as Europe was saturated by narrow patriotism. We must stop talking of British people, French people, and German people, and think only of civilisation or civilisation would perish. Nationalism and aggressive patriotism must be attacked and the idea of one supreme ruling State taught. The new State must be heir to all.

An international mind was needed. A European State alone was not enough. The idea had to be got into the minds of Indians, Arabs, and other Easterns. This could be done. Means of propaganda were infinitely greater than ever before. As an example of how ideas can be spread he instanced the spread of Christianity and Islam. If ideas could be spread then they could be spread much more rapidly now. Religions also could help because all the great religions at bottom were international and could not sanction State divisions although they might tolerate them.

THE PORT OF LONDON.

NEED OF A GREAT REPAIRING YARD.

Obviously, a great port should be adequately equipped with ship and engine-repairing establishments, but in this respect the Port of London has for long been behind the times, writes the shipping correspondent of the London Observer. The port of London Authority has various dry docks and some small establishments and along the Thames there are a few firms engaged in ship repair work. But since the Thames Ironworks closed down, and Messrs. Yarrow moved to Scotstoun, London port has been sadly wanting an establishment such as there are at Southampton, on the Mersey, on the Clyde, in the Bristol Channel, and on the North-East coast, which could handle the big repair jobs, which are of common occurrence. For example, a big American ship hit a mine off Gravesend. She was beached and patched, and then sent over to Rotterdam to be repaired. Price had nothing to do with that particular job. She went to the Dutch repair yard because there was no other yard handy to the Thames where she could get attention. Similar cases have occurred since. The need of London for a repair establishment on a large scale has been urgent. Lord Devonport's administration of the P.L.A. has been one of ever-increasing efficiency, but, as he remarked in a recent speech, the vast increase in costs during and since the war must necessarily curtail the Authority's plans of expansion and effective operation.

The extension of Lord Pirrie's activities to London is in part a result of this, but it is also a neutral move. The average size of vessels entering London was steadily increasing before the war and since the Armistice this tendency has been maintained. The Observer pointed out some months ago that as a result, the ports on the south coast and the port of London would continue to develop at the expense of their Mersey and Clyde rivals. Though they do not come to London Bridge, there are some big liners trading regularly to the river which need repairing, overhauling, and surveying just as much as their smaller sisters. The Cunard, the R.M.S.P., the P. and O., the Orient Line, the Bibby, the White Star are a few of the great British liner companies operating out of London. Then there are the big foreigners, notably the Atlantic Transport, the N.Y.K. and some of the Dutch lines, which use the port regularly. So, simply as normal expansion, it is not surprising that Harland and Wolff should add London to their list of branches, which already include Glasgow, Greenock, Liverpool and Southampton.

In repair work, Harland and Wolff are as eminent as in shipbuilding, for the Southampton establishment and the London one is to be on similar lines—is a purely repair plant. So, indeed, is the Liverpool one, which during the war was the repair base for the Tenth Cruiser squadron. What these yards can do in repair work may be judged from the fact that in the four and a half years of the war 550 naval vessels and 2,000 merchant ships passed through the Liverpool yard, and at Southampton 4,000 vessels were handled.

The establishment of a repair yard at London does not mean the operation of some floating workshops along the river, the actual work being done in the P.L.A. docks. Lord Pirrie's plans are much more comprehensive than that would indicate. They include the laying out of an establishment with the most modern plant and machinery, with fitting-out wharves and docks, capable of handling expeditiously the biggest jobs. There will be the necessary equipment of cranes to take heavy boats; fitting, turning, and machine shops, boiler and plating shops, iron and brass foundries, smithy, and, in fact, everything requisite for repair and refit work to hull, deck, engine, and passenger departments.

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NOTICE OF FIRM.

MR. HENRY BIRKETT has this day been admitted as a partner in this firm.

MOXON AND TAYLOR.
Hongkong, 8th October, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 10th October 1920, commencing at 11.30 a.m. at their Sales Rooms, Duddell Street.

A Consignment of Fur Stoles and Muffs.

Russian White and Brown fox, Russian squirrel, Stone Marten, Black and Brown Lynx etc. etc.

(On view from Thursday the 14th inst.)

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE CEYLON REFORM SCHEME.

PROTEST FROM THE NATIONAL CONGRESS.

Home papers have received the following cable from the Committee of the Ceylon National Congress, Colombo:—
The Ceylon National Congress Committee deplores the persistence of the Colonial Office in its crude and reactionary scheme. Already unhappy effects of a deep resentment against the Colonial Office are seen in a policy of non-co-operation with the Government and also in the advocacy of a transfer of Ceylon to the India Office. Colonial America's declaration in Parliament that the new Council would be on the model of the Indian Viceroy's Upper Chamber is essentially incorrect. The Ceylon Council is to have no elected members only out of a total of 34, with the Governor as president.

While adhering to the Congress demands and rejecting the afore-said model, we ask (1) for a substantial elected majority and an elected Speaker; (2) for non-curialment of the existing rights of Council and non-engagement of the Governor's power; (3) for the commitment of the Ceylon scheme to the Indian Reforms Parliamentary Committee for report. An extraordinary session of the Ceylon National Congress has been called for September 10.

means employment for a large number of men. It also means more business being attracted to the Thames. Liner companies prefer as a terminal a port with adequate repair facilities. The progress of Southampton is a case in point. It is said that imported labour is to be used. This our contemporary considers is not correct. To begin with none of the Harland and Wolff establishments can spare labour. There is plenty of labour to be got in London, and the settlement of shipyard wages on a national basis has done away with the old disability of the Thames which, because of the high wages, killed the old Thames Ironworks and drove Sir Alfred Yarrow to the Clyde. Skilled labour does not mean what it meant before the war either. The war taught that skill is very largely common sense, care, and following directions closely. The move may mean eventually the revival of shipbuilding on the Thames.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th Oct. 1920, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street.

A Quantity of Valuable Household Furniture

Comprising:—

Blackwood chairs, 'teapots, tables, flower stands & stools, tapestry covered couch & easy chairs, card table, writing tables, ornaments, pictures, brass fender & fire brassea, carpets, rugs etc. etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner wagon, occasional tables, teak overmantel, electric table fans etc. etc.

Double & single brass mounted iron & teak beds, teak dressing table, washstand, chest of drawers, toilet set etc. etc.

Also

1 12-bore Sporting Gun
1 16-bore Sporting Gun
1 Motor Bicycle

On view from Wednesday, the 13th inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

FOR SALE.

Very Valuable Chinese Porcelain and Curios

Comprising:—

2 Very fine Celadon Vases, Sung.
2 Very fine 3 coloured Jars, Sung.
1 Pair Very fine Porcelain Vases, Sung.
1 Pair Very fine Wood Carvings, Ming.
2 Very fine Stone Statues, Har.
1 Very fine Blue & white vase, Ming.
1 Very fine 2-coloured Jar, Sung.
1 Very fine Celadon Jar, Sung.
1 Very fine Porcelain Ornament, Sung.
1 Very fine 2-coloured Jar, Ming.
1 Very fine Blue & white Vase with peach bloom decorations, Yungching.
1 Very fine porcelain jar, Sung.
1 Very fine Celadon Jar, Sung.
1 Very fine Celadon Bowl, Sung.
1 Very fine Pottery ornament, Sung.
1 Very fine Powder Blue Vase with 5-coloured decorations, Kanghi.

N.B.—The above may be viewed between 9 a.m. to 5 p.m. at Messrs. LAMMERT BROS. No. 3 Duddell Street.

FOR SALE.

MILNER'S SALES

APPLY TO

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FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whampoa Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1885. Length 121 feet, Beam 17 feet 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

WANTED.

WANTED.—Englishman with 13 years' experience in Shipping, Correspondence and general office work, seeks position with Mercantile firm. No objection to outposts. Please reply to Box 434 c/o "Hongkong Telegraph."

WANTED.—Britisher arriving in the Colony on or about the 8th instant desires board and residence; Hongkong side preferred. Address replies to Box 453 c/o "Hongkong Telegraph."

FOR SALE.

"BITION" (137 Peak) Plantation Road with Tennis Court. Total area 34,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis court. Possession of land can be had immediately, house next spring. Apply JOHNSON STOKES & MASTER, Prince's Building.

FOR SALE.—Two Lancashire Boilers, length 28 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs Lindsay, Burnett & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

LESSONS IN CHINESE.

MR. LI HUI FAY, a Chinese graduate, who in literature has been a lecturer in European languages and commerce in this colony for over twenty years. He has a good method of teaching European to read the Chinese character, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and Canton. Those who intend learning the Chinese language are requested to write to No. 102, Queen's Road, Central, before the 15th inst.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, OCTOBER 13th.
SATURDAY, OCTOBER 16th.
CABARET DINNER DANCE.

Mdme. S. Belikovitch, Ballerina of the Warsaw Opera House, will appear in a number of Classic Dances.

Assisted by

Mr. PAUL GREY

Famous Russian Baritone.

NOTICE.

KOWLOON CANTON RAILWAY.

The Public is hereby notified that the trains at present advertised to leave Canton at 7.30 a.m. and Kowloon at 2.15 p.m. are cancelled until further notice.

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 9th October, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

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JOHN P. JONES, B.Sc., M.E. Min. The Institute affords Special Preparation (Class and Private) Day and Evening (Oral and Correspondence) for University Matriculation and Degree Examinations. New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations. Private tuition can also be had in these subjects. Prospectus on application.

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 "HELENUS" 9th October London & Rotterdam.
 "KEENUN" 12th October London, Amsterdam & Hamburg
 "TEIRESIAS" 21st October London, Amsterdam & Antwerp
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "EURYPYLUS" 9th October Havre, Rotterdam & Liverpool
 "TITAN" 11th October Genoa, M'Is, L'pool & Glasgow
 "PELEUS" 26th October Genoa, Liverpool & Glasgow
 "TELEMON" 2nd Nov. Liverpool.

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TEUCER" 20th October } Victoria, Seattle and Vancouver
 "INION" 16th Nov. }
 "TALITHYBIUS" 7th Dec. }

NEW YORK SERVICE

(via Suez or Panama)
 "TYDEUS" via Panama 24th November.
 "STENTOR" 13th October for London direct
 "IDOMENEUS" 21st October for London direct
 "PYRRHUS" 21st December for London direct

For Freight and all Information Apply to

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CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"KAMAKURA MARU."

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 17th October, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 11th October, 1920.

NOTICE TO CONSIGNEES.

USAKA SHOSEN KAISHA.

From TACOMA via JAPAN PORTS & SHANGHAI.

The Company's Steamship

"MANILA MARU"

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 10th October, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for
 "KELVIN MOTORS."
 Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K21.
 Manager ... K329.
 Secretary ... K369.
 Harbour Engineer ... K33.
 Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"AFRICA"

From TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. or they will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 18th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 5th October, 1920.

NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 11th October, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on Oct. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below
Titan	51 Below	52 Below

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Sept.

	1919	1920
Consumption	211.50	211.50
Estimated population	272,000	272,000
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9

KOWLOON WATERWORKS LEVEL.

	1919	1920
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below
Kowloon	51 Below	52 Below

Consumption of water in the Kowloon District in millions and decimals of gallons during the month of Sept.

	1919	1920
Consumption	211.50	211.50
Estimated population	272,000	272,000
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9
Consumption per head per day	27.9	27.9

The Government Analyst's reports show that the water is of excellent quality.

A. H. HOLLINGSWORTH.

Water Authority.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Brandenburg Turkowshi, from Vladivostok.

7374, 5314, 0914, 5795, 1630, 4760, 8347, 7655, 2312, 7300, from Shanghai.

Ngimkwee Kongsat, Wellington, Street, from Amoy.

Knabex, from Shanghai.

Mrs. Robert Ward, c/o Police, from Shanghai.

Seimaishio, from Kobe.

Gimmoh, from Amoy.

Kwanfuchuen, from Kobe.

Poreau, from Kobe.

Kawastel, from Tokio.

Morel Kahn, Hongkong Hotel, from Kobe.

Taifuyoko Sangeun, from Bingsufu.

Leung Chung Chiu, from Yokohama.

5191, 2402, 6733, from Amoy.

George Robinson Hongkong Hotel, from Yokohama.

Tack Cheung, from Shanghai.

Festre, from Yokohama.

N. LEYD.

Act. Superintendent.

Hongkong, Oct. 7, 1920.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Artart, from Montreal.

Barthelemi Maison Bravayre, from Port-au-Prince.

Captain Mugg Sailors House, from Singapore.

Dunee Seamen's Institute, from Weltereden.

Kaiserhut, from Seattle.

Stratton, King Edward Hotel, from Luton.

T. E. WINFIELD.

Superintendent.

Hongkong, Oct. 7, 1920.

SHIPPING.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen.

Steamers	Loading	For	Sailing
BAARN	11th Oct.	Amsterdam & Hamburg	11th Oct.
TJIMANOEK	October	Rotterdam & Hamburg	25th Oct.
KANGKAN	November	Amsterdam & Hamburg	23rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	30th Dec.
BORNEO	January	Amsterdam & Hamburg	31st Jan.

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JAVA CHINA JAPAN LYN

General Agents, York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY (Royal Packet Navigation Co. of Batavia)

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"VAN WAERWYCK"

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Wireless Telegraphy.

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Telephone No. 1574.

Agents.

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TRANS-PACIFIC FREIGHT SERVICE

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via Kobe and Yokohama.

"NILE" 15th October.

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1st Floor, Hotel Mansions.

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HONGKONG-CANTON LINE.

Sailing—To Canton daily at 10 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. and 6 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. & 2 P.M. Sundays at 5 P.M. only.)

Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

M. S. "PANAMA"

will be loading about the middle of October

for Copenhagen taking cargo on through Bills

of Lading to Scandinavia and Baltic destinations

at Conference Rates.

For space and particulars please apply to

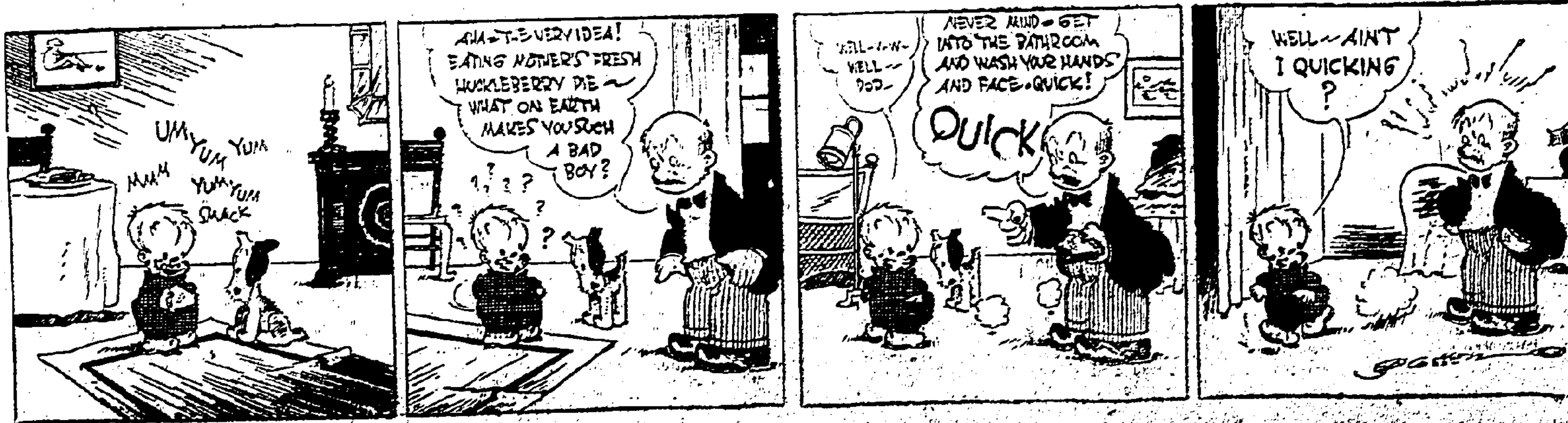
THORESEN & CO.,

AGENTS.

FRECKLES AND HIS FRIENDS

That's a New One on Father

BY BLOSSER



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Beware of a chill—

Carry a phial of WATSON'S GOLD CURE TABLETS.

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THE HONGKONG DISPENSARY.

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Office address: 11, Ice House Street.

MARRIAGE.

ROZARIO-BISHOP.—On October 9th, 1920, at the Cathedral of the Immaculate Conception, Hongkong, Heli F. Rozario of Messrs. Noronha and Co. to Miss Bertha Robertina Bishop (Shanghai) and Manila papers please copy.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 11, 1920.

EUROPEAN PEACE.

With the reported signing of an armistice between Poland and Soviet Russia one might well ask whether we are at last in sight of a complete European peace. The news of the armistice, which came through by cable on Friday, seems to have attracted hardly the amount of public notice that it deserves. It is over six years ago since the peace of Europe was broken—a peace that had lasted, apart from annoying outbreaks in the ever troublesome Balkans, since Germany imposed harsh terms upon defeated France after the Franco-Prussian war of 1871. Germany then gained a decisive victory over a country that had but recently been divided against itself, and it was perhaps the result of that victory that planted in the minds of German officials their disastrous dreams of "Welt politik." Those dreams led them into a very real disaster and Europe has been through the travail of a titanic war, that is only now just closing.

The Russo-Polish struggle has been a sordid business. We have all blamed Poland for ever beginning it, and we have all blamed the Soviet leaders in Russia for the prosecution of a political policy that was pernicious enough to carry active opposition. With the aid of Allied co-operation Poland has no. only thrown back the Russian armies that were threatening her capital, but she has inflicted a series of defeats that has brought Russia to the acceptance of Poland's own terms. What those terms actually are we have so far received but incomplete information. We do know that Poland's boundaries have provisionally been defined on more generous lines than were laid down under the former treaty, and it is certain that the political independence and ethnographical integrity of Poland are assured. It was this that the Allies were so keen on maintaining. With the gaining of their point will they now let Russia alone? That is a point which the immediate future must see settled. Britain and Italy seem to be in favour of opening trade negotiations, but France has hitherto been careful not to commit herself in any way and on more than one occasion indications have been given that France will not be a partner to any relations with Russia until the present regime promise to honour all Tzarist Russia's international financial obligations. That is a big demand to make, but we think that there will eventually be modifications on either side.

Look at the position how one will, there can be no other conclusion than that peace in Europe is a dire necessity for the general welfare of all peoples. For the sake of production of much-needed commodities, for the sake of free intercourse between peoples, and for the sake of the re-establishment of trust and confidence throughout the world, peace is the crying need of the hour. Six years of modern warfare has been long enough to prove that wars do not pay. They impoverish and destroy, they set up antagonisms and hatreds that are diametrically opposed to the welfare of the human race. Russia, since the anti-Tzarist revolution, has been a storm centre all to itself, and the liberated masses have assimilated a political doctrine that has caused the leaders of all the great civilised countries of the world to look with apprehension at the spread of it. We are not going to discuss Bolshevism here, but we must support the stand taken by Mr. Lloyd George and other prominent Allied leaders that a country has the right to have whatever political system its people see fit. We wouldn't let Russia dictate to Poland as to the nature of Poland's Government and we have no right to dictate to Russia. So long as Soviet Russia does not attempt to spread disaffection among the peoples of other nations, there is no sane reason why she should not be allowed to enter the concert of nations. The adoption of political creeds and policies is never ahead of their day. It might just be that Russia is already ripe for a Soviet system, but until the peoples of other nations are, there is little cause for fear. And there will then be no cause to fear the system. We are trying to show that there is no insurmountable obstacle in the way of world-wide peace. Nations may differ in their internal political complexion and yet be fit companions in an international assembly. Republics and Kingdoms are even now allied, and we must be prepared for an even broader toleration. Only the slow process of mental evolution together with man's experience will bring about the common acceptance of the ideal—whatever that may be found to be. Meanwhile, there must be a close association between nations in order to facilitate the coming of that ideal. If European peace is now established, let us try to cultivate a mind more open than has been ours in the past. That's the only road to a lasting peace.

NOTES & COMMENTS.

LIGHTING-UP TIME.

The idea of the Police authorities in arranging for the publication every month of the official hours of sunset and sunrise (the information being supplied by the Observatory) is a good one, though we think the present plans could be easily improved upon. So far as we understand the situation, actual sunset is lighting-up time for cyclists and motorists in this Colony, though we will say this—that the Police as a rule allow considerable latitude and never think of "running in" a man who happens to be without a light say ten minutes after the sun has set. Generally, we believe, a quarter of an hour's grace is given. Of course, here in Hongkong we do not get anything like the amount of twilight that they do at Home, where lighting-up time is an hour later than sunset. But we think the position would be much better defined here if the Police fixed a specific time for lighting-up. They could use the information from the Observatory as a basis and then, after adding a sufficient time to suit local conditions, issue monthly in the *Gazette* the actual hour at which lamps must be lit. The newspapers could then easily publish lighting-up time every day for the guidance of those concerned. After all, that would only be a re-adaptation of an idea carried out during the war, when the beginning and ending of Official Nights were notified for the guidance of shipping people during the time that vessels were prohibited from moving about the harbour after dark.

RENT CONTROL.

Our correspondent "Dodo" scores a neat little point to-day when he sets out to prove that we already have Government control of rents in this Colony. It is true, as he says, that when rents are raised, the Government Assessor comes along and raises the assessment also, and that adjacent property is then similarly treated. That is Government control of rents, admittedly, but, unfortunately, it is control of the wrong kind—in the wrong direction. Now, we are not going to say that the Government wants to see high rents, for the mere sake of the increased tax receipts which they imply, but it is none the less a fact that the higher the rent, the more the money which goes into the Government coffers. That is a result of assessing property on rentals, a system which hits the tenant doubly hard, because every time his rent goes up, up go his taxes also. So that the landlord gets more, the Government gets more—and the tenant, where does he come in? Why, he pays more!

TIME TO ACT.

Now, on the general question of rent-control (we mean control with a view to keeping rentals down), we do think the time has come when the Government should step in. It is very many months ago that His Excellency threatened the creation of a Fair Rents Board. That threat has never materialised, but the more fact that it was uttered was sufficient to indicate that the Governor did not think the idea impracticable one. Neither is it, because if the Government can compute the percentage of profit allowed to firms borrowing money for building purposes, it can just as easily create the machinery with which to deal with house property in general. And the just landlord would have nothing to fear, provided that he got what the name of such a Board suggests—a fair rent; that is, fair to himself and to the tenant as well. So all that is needed is the will to erect the machinery and to put it into operation. We say the time has come to act because rents are still going higher. Unless something is done to check them, one of these days there may be a "rent strike" by tenants.

BILLIARDS.

PALACE HOTEL HANDICAP.

Intending competitors for the above Handicap are reminded that the draw and handicapping take place this evening at 6 p.m. All competitors whose entrance fees have not been paid by then will be ruled out. The cup for first prize is undoubtedly one of the best that has ever been played for in Hongkong, and is well worthy of an effort to win. There are at present 37 entries and a committee of seven will meet to-night to handicap and draw. Play will commence on the 15th instant.

DAY BY DAY.

JUST DO A THING! DON'T TALK ABOUT IT! THIS IS THE GREAT SECRET OF SUCCESS IN ALL ENTERPRISES.—*Sarah Grand.*

The prize day of the Hongkong Lawn Bowls League, fixed for Saturday, is postponed to next Saturday. The final of the open singles championship is being played at the Police greens 4 p.m. to-day.

A man was arrested by troops of the Army Headquarters of General Li Fook-lum and Ngai Hong-ping at Canton on October 7. The accused is being charged with putting mines in the Canton Harbour near Dutch Folly.

The following steamers have arrived over the week-end—*Loksang, Haiching, Dardanus, Bism, Armand Behic, West, Hepburn, Tamashima, Maru, Samarang, Maru, Kamakura, Maru, Tobolsk, Loongsang, Yunnan, Hoibow, Tjilajan, Mokioke Maru, Hong Hwa.*

Accused of being a Kwongsi soldier, a Chinese from Yunnan was, under this pretext, made the victim of an assault and robbery by a number of coolies in Des Voeux Road yesterday. Personal property, jewellery and money to the extent of \$120 were stolen before one of the assailants was arrested by the Police.

Yesterday being the Harvest Festival, St. Peter's Church, Hongkong, was beautifully decorated by members of the Church with various seasonal fruits and vegetables. The Church presented a most picturesque appearance. Next Sunday, St. Andrew's Church, Kowloon, we are told, will be decorated in similar style.

The Chairman of the British Municipal Council at Shamen has announced that until further notice no merchandise, goods or valuables of any nature may be imported into Shamen without a Permit having been first obtained from the Municipal Council. Such Permits which will only be issued to cover bona fide property of residents, may be obtained at the Police Station between the hours of 8 a.m. and 6 p.m.

We hear that for some time past endeavours have been made by the proprietor of the Blue Bird Candy Store to secure that vacant plot of ground formerly occupied by the Victoria Theatre for the purpose of erecting a dancing cabaret on the American model. That such an enterprise will be popular as well as profitable the proprietor is certain, but his hopes will not meet with realisation for the present at least, as we hear that there is likely to be no such utilisation of this valuable plot of ground.

Inspector Spear, at the Police Court this morning, charged two Mexicans, Pedro C. R. Peres and Ernesto Gomez Gonzales, with being stowaways on the American steamer *Eastern Trader*. The accused pleaded guilty, and the Inspector stated that they were discovered by the officers of the vessel the day after she left Shanghai for Hongkong. The Chief Officer of the *Eastern Trader* informed the Magistrate that it had come to his knowledge that complications recently arose from the landing of the thirty-six stowaways at Woosung from the *Great Northern* and that, taking their guidance from this incident, the officers of the *Eastern Trader* had decided that the best course would be to bring the stowaways into Hongkong to be dealt with by the authorities here. The case was adjourned for reference to the Mexican Consul.

MINERS WITH TWO JOBS.

The practice of night-shift miners at Boness undertaking day work at Grangemouth Docks, with only a few hours for rest, was criticised at the monthly meeting of the Boness Trade and Labour Council. It was pointed out that these men left the pits and went to the docks where they worked till 5 o'clock in the evening. The delegate who introduced the subject said that such conduct might have been tolerated in times when labour was scarce, but to-day there was no work enough to go round, and these miners were acting contrary to trade union principles. It was agreed to write to the miners' union concerned, with a view to stopping the practice.

CURRENT COIN.

(BY "MERCATOR.")

With business in the state that it is at present, it is extremely difficult to make up an interesting causerie, and I am afraid that the present one will have to suffer owing to the lack of material. After all, it is not always possible to make bricks without straw. One wonders when conditions will improve. Many merchants are very pessimistic, and do not expect a turn in the tide for at least another eight months. Most mercantile offices locally are simply marking time, while a good few have embarked on a ruthless economy campaign, with the result that to-day there are more junior clerical hands seeking positions than we have witnessed during the past four years. It is reported that some American firms that have opened out in the Colony during the past year or so will close their business as Hongkong is not the Promised Land that their friends had pictured it to be. There is hardly a branch of business which can report any activity. There are no imports or exports to speak of. A low exchange rate now confers no benefits on trade, as the man-in-the-street imagines. In the ordinary course, it would be of benefit to the export trade, but as there is no demand for China products from consuming countries, there is hence no movement of such products.

It would be interesting to know whether a merchant can cancel a contract when shipment was made earlier than the stipulated month. A certain merchant contracted fifty cases of piece-goods for shipment during June-July equally. The goods were shipped during May, and the merchant submitted that the contract was null and void. The question is—Is he entitled to cancel the contract? The point at issue is really a legal one on which it is not possible for a layman to give a ruling. I believe there is a difference of opinion as to whether the contract could be cancelled under the circumstances.

The trouble in Canton has prevented a lot of goods going into that country. There is consequently congestion in the Colony, but thanks to the fact that arrivals have been on a very small scale during the past two months the situation has not become very aggravated. No flour has been exported from the Colony. Stocks of Shanghai flour are decreasing, whereas the Australian grade is practically non-stocked. I am told that the four wheat-producing States of Australia have decided to establish a compulsory States' wheat pool for the 1920-1921 crop on lines somewhat similar to the existing pool. In other words, the shipping of the surplus and the sales will be in the hands of a Central Board. American flour is steadily capturing the local market, and if the Australians do not look to their laurels the Hongkong market will be lost to them. American flour is cheaper than the Australian grade, and is just as good. If the American grade is allowed to capture the Hongkong market in the manner it has been doing, there will be an uphill work for the Australians to get back the slice that they have lost. On the other hand, there are fears that United States spring wheat crop will be further reduced, for the outlook is very poor in some sections.

In considering the world position of breadstuffs, and more particularly the position of wheat, there are some salient facts which must be carefully taken into account when making any estimates of the requirements of the consuming countries. Among the most important of these facts is the great and almost universal economy campaign, and in close connection with this the very free buying of maize and rye by Continental countries. Much of the maize will be for human food, and, of course, the rye will be used for bread-making. There is not yet sufficient data to give anything more than a general indication of the probable supplies and requirements of the coming season, or at best only approximate figures can be stated. Take a broad survey of the situation, and it may be observed that on the whole the wheat crops of the importing countries are better than last year, the difference in favour of this year being from ten to twelve million quarters. It is certain that the United

LOCAL WEDDING.

ROZARIO-BISHOP.

A popular wedding in the Portuguese community was solemnised on Saturday last in the Cathedral of the Immaculate Conception between Mr. H. F. Rozario, of Messrs. Noronha and Co., and Miss Bertha Bishop, ward of Miss I. Bishop, of Campbell Moore and Co., Ltd. Both the bride and bridegroom are well known to a wide circle of acquaintances, and a large number of well-wishers who attended at the ceremony and the reception, subsequently held at the Catholic Union Club, spoke eloquently of the popularity of the happy couple.

The altar was specially decorated for the occasion. Mr. F. H. Summers escorted the bride to the strains of Mendelssohn's "March Fatale." Rev. Father Rignati officiated. The bridegroom had for his best man Mr. E. J. Noronha, of Noronha and Co. Rev. Father Page officiated, and His Lordship Bishop Pozzoni was present during the ceremony. The bride was attended by two charming bridesmaids, Misses B. and H. Santos, whilst Miss H. Baleros accompanied as maid of honour. As the bridal pair were leaving the Church amid showers of congratulations, Rev. Father Rignati played Mendelssohn's "Wedding March."

The reception was held at the Catholic Union Club, which was tastefully decorated for the occasion by Mr. M. F. Baptista, to whom a tribute must be paid for his indefatigable efforts in this connection. A large bell of all-white flowers was suspended from the centre of the ceiling, and the letters "B" and "R" conspicuously placed on each side of the spacious hall were much admired. The bride's dress, of white georgette and trimmed with orange blossoms, was the work of Madame Leite of "La Favorita"; those of the bridesmaids were also from "La Favorita" and made of white silk with beaded trimmings. The bride's going-away dress was of blue crepe-de-chine. The honeymoon is to be spent in Macao.

Kingdom and the Continental countries have started the new season with good quantities of wheat afloat and ashore, and, of course, these are being made available for consumers in the current season.

With liberal quantities in hand and arriving, new crops being harvested and sufficient supplies in prospect, the general wheat position may be viewed with cheerfulness by consumers. In the 1920-1921 season it is estimated that the Australian wheat harvest will amount to a hundred million bushels. It is stated in the best advised circles that the crop will be good. Recently Australian flour had been offered to Hongkong at prices that were considerably higher than what we could secure elsewhere. The Australian Wheat Board, in releasing f.a.q. wheat to the Australian millers for manufacture into best roller flour for export to Hongkong, the Straits Settlements and South Africa fixed the price of 26/8 per cental, which brought the price of best roller flour in 93 lb. bags to 38/3 per cental c.i.f., and in 49 lb. calico bags to 24/- per cental, but at these prices no business could be done with Hongkong as the local market was being offered Australian flour from the Straits Settlements at prices considerably lower than Australian mills could quote. I hear that South Africa has purchased all this flour.

The Japanese appear to be the newest competitors in the rice trade of Burma. The whole rice trade of Burma is clamouring to have control made permanent so as to checkmate these enterprising people. Until the control in that country is lifted, the Japanese will have to regard the rice business as a speculation and not an investment. A lot of rice has been recently going from India to the Persian Gulf ports, which are absolutely dependent upon India for their maintenance. Although India imported five hundred thousand tons of rice from Burma since the beginning of this year, exports of rice from India proper have been practically stopped. Exports of rice from India normally amount to between 500,000 to 600,000 tons, but at the same time India generally imports 700,000 tons of rice from Burma. The reason for this is that certain countries prefer the better quality of Indian rice to Burma rice.

TODAY'S MISCELLANY.

One cannot help thinking, says a Home paper, that there was a time when Mr. Lloyd George would have suffered many exhortations and rebukes for discussing the affairs of Europe with Signor Giolitti on a Sunday. The old dispensation made no exceptions in its Sabbatarianism, and no pretext of urgency or the public good was likely to be accepted as sufficient excuse. One of the most comical of correspondences of the kind was that between Disraeli and the incumbent of Hughenden on an occasion when Disraeli travelled to London on important affairs of State on a Sunday. The parson wrote a letter of protest, and accused the politician of setting a bad example as a squire. He received a sufficiently stinging reply, but he made good his point that travelling on a Sunday was allowable only in cases of special necessity. Gladstone needed no urging in such a matter, and was always regretful if State business interfered with his usual Sunday routine. Wilberforce was sadly disturbed when he heard that Fox was writing something which would reveal incidentally that Pitt had been gaming at White's on a Sunday. It is true that there were limitations to Wilberforce's zeal; for Fox, agreeing to delete the passage, added "Would you have taken so much pains if it had been I instead of Pitt?" Fox knew Wilberforce would not tell a lie, but the reformer excommunicated himself with "Oh, Mr. Fox, you are always so pleasant." Another Premier who met the Sabbatarian spirit was Palmerston when he had, against his will, to cancel the playing of the band in the parks on a Sunday.

It is reported that vicars are no longer looking for handsome curates and that the "strongly ugly face" is now much in request—which may be taken as a tribute to the success of the ugly man in the work. There are plenty of precedents, of course, and a curious list might be made of the ugly men who have succeeded, partly, perhaps, because the ugly man starts with no preconceived illusions as to the market value of a Greek profile. Even in novels and on the stage the strong ugly man has begun to come into his own, for if Thackeray did contrast sound, homely Dobbin with the worthless but handsome George Osborne, Ouida intervened and the handsome hero has had a long run. Wilkes, with his boast that he needed only half an hour's start against the best looking of men, would have been scorned by Talleyrand, who was ugly enough in all conscience but would have claimed no handicap. One cannot imagine Socrates or Johnson making any such claim for indulgence. No one would have pitted William of Orange against James Stuart for good looks, but "Caliban" won; and Luxembourg, the greatest captain of that age, was ugly and deformed.

In politics Gladstone's remark about multiplying the ugliness of two opponents as the final test of hideousness is well known. And the most successful lawyer and longest-lived Chancellor of this age makes no pretensions to personal beauty, nor did the late Lord Cozens-Hardy, another great legal light. Nor, for that matter, did Brougham. Temple had neither good looks nor a sympathetic voice, but he climbed to the top. And if Lord Fisher did not imitate another admiral by proposing in these terms, "I'm the ugliest man in the service—will you marry me?" he was not handsome.

The London "Underground" Railway, which was recently granted official sanction to increase its fares, was the first of all railways to travel exclusively underground. It was opened for traffic on January 9, 1863, the terminus at that time being Farringdon Street Station, which a contemporary writer described as "a family vault on a large scale, with a series of hip-baths introduced into it diagonally for light and ventilation. The hip-baths are lined with glazed tiles, and, to keep the resemblance to their prototype, we find the leakage drained off at the lower end into a vessel something like a soap-dish. A dense fog filled the place when I was there, and as the people waiting for their trains were seen wandering up and down the platform, one might have imagined them ghosts of the great unwept, condemned-to-finger-in-eight of those lavatories they neglected in their mortal life."

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ADMIRAL TANG TING-KWANG IN OFFICE.

Dear Admiral Tang Ting-Kwang, formerly assumed the office of Military Governor of Kwangtung at noon, October 8. The ceremony commenced with the national anthem by the Orphanage Band, and Admiral Tang taking his place on the platform. Lee Chi Kwei, on behalf of the citizens, presented the new Tachun with a new seal of office. Admiral Tang accepting it with both hands, bowing as he did so. Having placed the seal on the table before him, he faced about and saluted the national flag amid the applause of all those who were present, including a representative from Mu Yung-bien. After the salute to the flag, Governor Tang exchanged formal greetings with the gathering by bowing twice to them, the latter returning the courtesy in like manner.

The representative citizens present delivered an address to Governor Tang, who replied that he would first make proper disposal of the superfluous troops now scattered in different parts of the province and then pay particular attention to the problem of reconstruction. He would bear the whole responsibility for peace and order in Kwangtung.

General Ngai Bong-ping and Mr. Wong Keng, on behalf of General Chen Chung-ming, the foremost leader of the Canton for the Cantonese movement, pledged the support of themselves and all Cantonese troops to the new Governor, both stating that their stand in the present crisis has been actuated by a desire to preserve the manhood of the Cantonese, to restore their right of self-government, to relieve the Cantonese of their military burdens and allied evils from militarism, and to prevent a war in Canton.

General Li Pook-lum, Commissioner of Defence of Kwangchow, was also at the ceremony with the principal officers of the Chinese Navy in Canton.

The Navy, the Marine Corps, the Cantonese Army, and the Police each sent a company to act as guard of honour at the ceremony, while an aeroplane dropped circulars announcing the inauguration of Admiral Tang and offering greetings from the Aviation Corps and the Euro-American Returned Students' Association.

WHAT NEXT?

In reply to General Ngai Bong-ping, Mu Yung-bien stated that he has no intention of fighting for power and will move his followers back to Kwangsi, provided that the

CORRESPONDENCE.

To the Editor of the "Hong Kong Telegraph".
RENT CONTROL.

Sir—I see in your issue of last evening that "The Ferryman" has not yet discovered that the Government already controls the rents of this Colony. How many times have owners of houses had their rent raised because of some other owner in the vicinity having raised his rent, thereby raising the assessment value of his property, and the Assessor, taking advantage of this, immediately raises the tax of all the same class of houses in the vicinity? Has not "The Ferryman" known some in Kowloon who only recently have been treated in this way?

Why so much quivering over a site for the boxing? What is the matter with Murray Battery ground? It is scarcely ever used by the R. G. A. and would form a splendid amphitheatre most suitable for this purpose. Perhaps Mr. Wildin will give the place a thought.

Thanking you for the use of so much of your valuable space. I enclose my card and remain.
Yours etc., DODO.
Hongkong, Oct. 9, 1920.

Government is able to pay the arrears due to them.

Eight regiments of Kwangsi troops arrived at Canton on the night of October 8. These troops were transported to Canton from Wuchow by way of Shikwang.

THE KOWLOON-CANTON RAILWAY.
In order to prevent the reinforcement of Kwangsi troops for Mu Yung-bien, the Cantonese Army is attacking Yuntan with the intention of occupying the railway station there. The Commander-in-Chief at Pooa Tigris Fort is moving his troops against Sheklung.

LAYING MINES.
A man was arrested by troops of General Li Pook-lum, and Ngai Bong-ping on October 7, and is charged with putting mines in the Canton Harbor near Dutch Folly.

The repairs of the gunboats Kong Goo and Kong Tai were completed on October 4 and 5, and they are now again in active service under the command of General Ngai Bong-ping. These gunboats were damaged when they were captured by the revolutionists some weeks ago.

NO ROOM AT SHAMKUN.
The Chairman of the British Municipal Council at Shamkun has announced that until further notice no merchandise, goods, or valuables of any nature may be imported into Shamkun without a permit having been first obtained from the Municipal Council.

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in aid of

THE FAMINE FUND

ADVANCE BOOKING October 20th.
GENERAL BOOKING October 22nd.
at MOUTRIE'S.

4 DOORS

SPEED THRILLS.

AVIATION FLIGHTS.

Major W. T. Blake writes to the Daily News:

Lord Londonderry and Major-General Sir F. Sykes arrived at Martlesham (last month) to witness the trials in the Air Ministry competition. Unfortunately the weather was cloudy, and no trials could be carried out before lunch.

In the evening the Ayro and Bristol machines attempted slow speed trials and the Vickers-Vimy did three of her tests. Captain Cockerell determined to do his high speed tests on ground level, and with ten passengers the huge machine circled over the course at over 100 miles per hour.

I have received many impressions of speed, but sitting inside an aero liner moving at twice the rate of an express train, so close to the ground that one could distinguish the separate fronds of the bracken with the tree tops above the machine, gave me a better idea of speed than contour chasing in any tiny aeroplane.

At the end of each lap we rose about 100 feet to make a turn dropping to 20 feet to cover the course. As a contrast to this we rose to 4,000 feet and covered the course at less than 50 miles an hour. The machine seemed barely to move over the ground so far below.

This test accomplished, Capt. Cockerell locked the controls, and the Vimy floated on serenely without human guidance, moving in a wide circle for five minutes.

HAVE YOU NEURASTHENIA?

A TROUBLE MUCH TOO COMMON.

Neurasthenia is a condition of exhaustion of the nervous system. The causes are varied. Continuous strain, mental and physical, without proper rest or holidays, without proper attention to diet and exercise, also worry over the struggle for existence, are the most causes. Excesses of any kind may produce it. Some diseases, like influenza, will cause it. So will a nervous shock, anxiety, or grief.

The symptoms of neurasthenia include over-sensitiveness, irritability, sleeplessness, weakness, with an absence of all energy, headaches, and often nausea.

The treatment necessary is one of nutrition of the nerve cells, and as the nerves get their nourishment from the blood, the treatment must be directed towards building up the blood. Dr. Williams' pink pills act directly on the blood, and have proved of the greatest benefit in many cases of neurasthenia. A tendency to anaemia or bloodlessness, shown by most neurasthenic patients, is also corrected by the definite tonic properties of these pills.

In proof of this statement, two instances are quoted in one household. Interviewed recently at her home at 27, Westward Street, Middlesbrough, England, Mrs. Charles Morton stated:

"Three years ago I suffered a great shock by the sudden death

of my mother. My nerves were seriously affected, and at times I hardly knew what I was doing. I had severe headaches, and was subject to fits of depression. I was frightened at my own shadow and a knock at the door would startle me.

"I was in this highly nervous state for a long time, and began to think I should never get better, when I was recommended to try Dr. Williams' pink pills. Soon after commencing them there was a noticeable improvement. I enjoyed food and felt brighter.

"I kept on with the pills, and my nerves grew steady. I was no longer troubled with headaches or depression. I am now in better health than I have been for years."

Mrs. Morton's daughter-in-law here added her experience of Dr. Williams' pink pills. "Owing to shattered nerves as the result of air raids, I got completely run-down, and became so weak that I had to take to my bed. Doctors diagnosed my trouble as anaemia, but their medicines did not seem to do me good. Then I commenced Dr. Williams' pink pills, and they banished the anaemia, and made me fit and strong."

Restore strength to your nerves by beginning to-day Dr. Williams' pink pills for pale people. Sold by dealers everywhere. Or send \$1.50 for one bottle, or \$8 for six bottles, to Dr. Williams' Medicine Co., 96 Szechuen Road Shanghai.

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Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18

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Iconium	A. L.	Oct. 12
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Vinita	L. A. Co.	Oct. 13
G. Apear	F. & O.	Oct. 13
Stanton	B. & S.	Oct. 13
Eldena	F. & O.	Oct. 13
Malville D.	R. D. Co.	Oct. 15
Matoppe	B. L.	Oct. 15
Nile	F. W. Co.	Oct. 15
Danara	P. & O.	Oct. 15
Baarn	J. C. J. L.	Oct. 15
Dakar M.	N. Y. K.	Oct. 15
Tosa M.	N. Y. K.	Oct. 17
West Jessup	S. & D.	Oct. 17
Mishima M.	N. Y. K.	Oct. 18
Woonsocket	S. & D.	Oct. 20
Toucer	B. & S.	Oct. 20
West Ira	R. D. Co.	Oct. 21
E. of Russia	C. P. O. S.	Oct. 21
Taiyuan	B. & S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tolresias	B. & S.	Oct. 21
Wakasa M.	N. Y. K.	Oct. 22
Kasagar	P. & O.	Oct. 22
Nikko M.	N. Y. K.	Oct. 22
Abercos	A. L.	Oct. 23
Tydeus	B. L.	Oct. 24
Monteagle	C. P. O. S.	Oct. 26
Feleus	B. & S.	Oct. 26
Tenyo M.	T. K. K.	Oct. 28
Eldridge	A. L.	Oct. 29
Sado M.	N. Y. K.	Oct. 29
Eledru P.	S. T. Co.	Oct. 29
Eastern	P. & O.	Nov. 1
W. Hixton	L. A. Co.	Nov. 1
Nile	C. M. Co.	Nov. 6
W. Hargrave	A. L.	Nov. 7
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C. of Naples	B. L.	Nov. 15
Toyama M.	N. Y. K.	Nov. 15
Izumi	B. & S.	Nov. 16
Aki M.	N. Y. K.	Nov. 17
Kamatakura	N. Y. K.	Nov. 17
Shinyo M.	T. K. K.	Nov. 21
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Lokyang	J. M. Co.	Oct. 13
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Hokuto M.	D. & Co.	Oct. 19
Taming	B. & S.	Oct. 19
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Tenshin M.	N. Y. K.	Oct. 20
Inaba M.	N. Y. K.	Oct. 21
Takada	P. & O.	Oct. 21
Nellore	P. & O.	Oct. 21
Kutsu	N. Y. K.	Oct. 24
Tibodas	J. C. J. L.	Oct. 25
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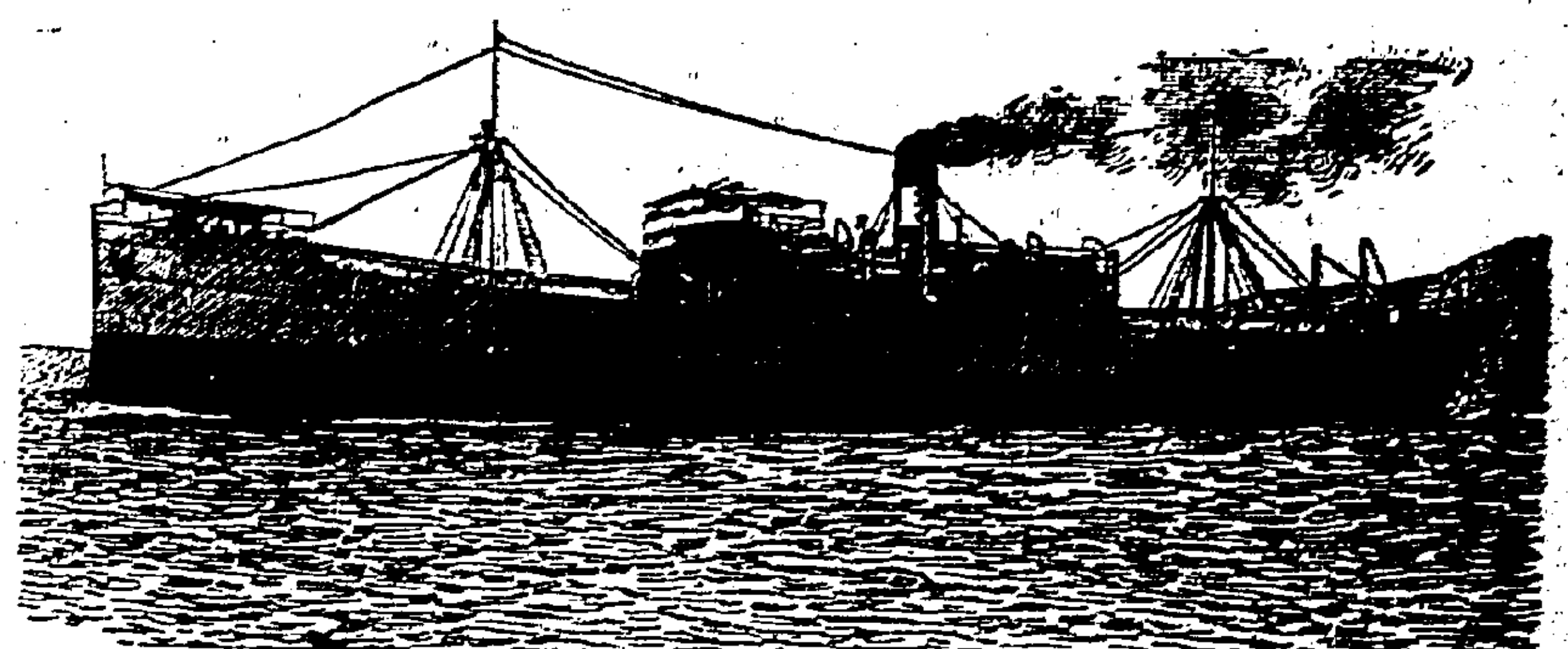
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Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15th Oct.	S'pore, Colombo & B'way.
KASHGAR	8,900	22nd Oct.	M'las, London & Antwerp.
NOVARA	8,900	12th Nov.	M'las, London & Antwerp.
NELLORE	6,850	26th Nov.	M'las, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

APCAR	4,600	13th Oct.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	1st Nov.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

NOVARA	6,900	13th Oct.	Shanghai & Japan.
EASTERN	4,000	13th Oct.	Japan direct.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
OLWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 18 x 12 x 10 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

12, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAKADA MARU (Omitting Shanghai) Thurs., 14th Oct. at 11 a.m.

TOYAMA MARU Monday, 15th Nov. at 11 a.m.

JOYOHASHI MARU Friday, 26th Nov. at 11 a.m.

PUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

MISHIMA MARU Monday, 18th Oct. at noon.

SADO MARU Friday, 29th Oct. at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama 16th Oct.

MARSEILLES & LIVERPOOL via S'pore, Cbo, Suez & Port Said.

KAMAKURA MARU Sunday, 21st November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Friday, 22nd Oct. at 11 a.m.

AKI MARU Wednesday, 17th Nov. at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU Sailing from Singapore 17th October.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU Wednesday, 17th October.

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU Sunday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU Saturday, 16th October.

INABA MARU Thursday, 21st Oct. at 11 a.m.

TENSIN MARU Wednesday, 20th October.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN L.I.N.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	11th Oct.	16th Oct.	Saigon.
Tjibodas	Amoy	19th Oct.	25th Oct.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC L.I.N.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	1st Nov.	3rd Nov.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan L.I.N.

Telephone No. 1574.

York Building.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners' option.

S.S. "MUNCASTER CASTLE"

Sailing about middle November.

LYDD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th November.

Passengers Luggage can be insured at the office of the Agent

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

For JAVA S.S. "SAMARANG M." sailing on the 11th October

OCEAN TRANSPORT CO., LTD.

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
TAIYUAN	25th October	21st October

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 18	S.S. VINITA	Oct. 21
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST HIXA	Nov. 30	S.S. WEST HIXA	Dec. 2
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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HONGKONG OFFICE:

LOS ANGELES, CALIF.

Prince's Building, Chater Road,

BRANCH OFFICE:

Telephone No. 1062.

Kobe, SHANGHAI,

CHAS. E. RICHARDSON,

MANILA, SINGAPORE.

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Kwongsang	Tues. 12th Oct. at 4 p.m.
SANDAKAN	Hinsang	Tues. 12th Oct. at noon.
HAIPHONG via Hoikow	Lotsang	Wed. 13th Oct. at 8 a.m.
TIENTSIN	Chipsang	Thurs. 14th Oct. at 2 p.m.
STRAITS & Calcutta	Yalshing	Fri. 15th Oct. at 3 p.m.
MANILA	Longsang	Fri. 15th Oct. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoikow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jessellon, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Friday, 15th October, at 3 p.m. for S'PORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Yanyang	11th Oct. at 5 p.m.
SWATOW & BANGKOK	Chinhua	12th Oct. at 10 a.m.
HONGKONG	Chinhua	12th Oct. at 10 a.m.
AMOI, SHAI & PUKOW	Shantung	12th Oct. at 4 p.m.
SHANGHAI	Sinkiang	14th Oct. at noon.
SHANGHAI & TSINGTAO	Yingchow	16th Oct. at 4 p.m.
SWATOW & BANGKOK	Kanchow	19th Oct. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	19th Oct. at noon.
AMOI, SHAI & PUKOW	Szechuen	19th Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'low.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong Oct. 11, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haiching	A. H. Stewart	TUES. 12th Oct. at 2 p.m.
Haichong	W. C. Passmore	FRI. 15th Oct. at 2 p.m.
Haichong	J. S. Thomson	TUES. 19th Oct. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Caloz Mutual & N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via	24th Nov.
"TYDEUS"	via Panama	3rd Dec.
"CITY OF AGRA"	via Suez	24th Dec.
"SEMOE"	via Suez	

Calls at Boston.

Business proceed via Suez Canal, Panama Canal or Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON.

REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TSURUGA M., (Hamburg Line.) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

The N. Y. K. s.s. KAMO M. (European Line.) left London for this port via Suez, on the 20th Sept. and is expected here on the 28th Oct.

The N. Y. K. s.s. AKI MARU (Australian Line.) left Sydney for Hongkong via ports on the 24th Sept. and is expected here on the 15th October.

The Robert Dollar Company's U.S.S. R. WEST IRA. (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The R. M. S. MONTEAGLE, left Vancouver for Hongkong, via Japan ports, Shanghai on the 18th Sept. and is due here on or about the 15th October.

The N. Y. K. s.s. HAKODATE M. (Calcutta Line.) left Calcutta for this port via Singapore on the 30th September and is expected here on the 15th October.

The N. Y. K. s.s. TENSIN M. (Bombay Line.) left Bombay for this port via Singapore on the 1st October and is expected here on the 19th October.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 1st October, left there 2nd Oct. and is due at Vancouver on 11th October.

The E. Y. K. s.s. MORIOKA MARU (New York Line.) left Moji for this port on the 6th Oct. and is expected here on the 11th Oct.

The N. Y. K. s.s. MISHIMA MARU (European Line.) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

The Robert Dollar Company's U.S.S. R. CADARETTA, (Coast Service) left Saigon on October 8th and is due in Hongkong October 13th.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line.) left Calcutta for this port via Singapore on the 6th October and is expected here on the 23rd October.

The N. Y. K. s.s. IYO MARU (European Line.) left London for this port via Suez on the 5th October and is expected here on the 14th November.

The TITAN (Blue Funnel Line) left Shanghai on 9th inst. for Marseilles, Genoa & Liverpool via Hongkong. Vessel is due here on 12th inst. and will sail, as above, on 13th instant, at noon.

EXCHANGE.

(Opening Rate: closing Rate

on Page 11.

9th October.

SELLING.

T/T Demand	4-14
30 d/s	4-14
60 d/s	4-14
4 m/s	4-14
T/T Shanghai	Nom.
T/T Singapore	173
T/T Japan	137
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	70 3/4
& New York	
T/T Batavia	218
T/T Marks	Nom.
T/T France	10.50
Demand, Paris	—

BUYING.

4 m/s. L/C	4/24
4 m/s. D/P	4/24
6 m/s. L/C	4/3
30 d/s. Sydney and Melbourne	4/3 1/4
30 d/s. San Francisco & New York	72 1/2

CAMERA NEWS



JACK DEMPSEY.

A recent photograph of the heavyweight champion.



WINS U. S. OPEN GOLF CHAMPIONSHIP.

Edward Ray, of the Oxley Golf Club of England, who won the U. S. Open Golf Championship at Toledo, Ohio, by a single stroke with the total of 295 for four rounds.



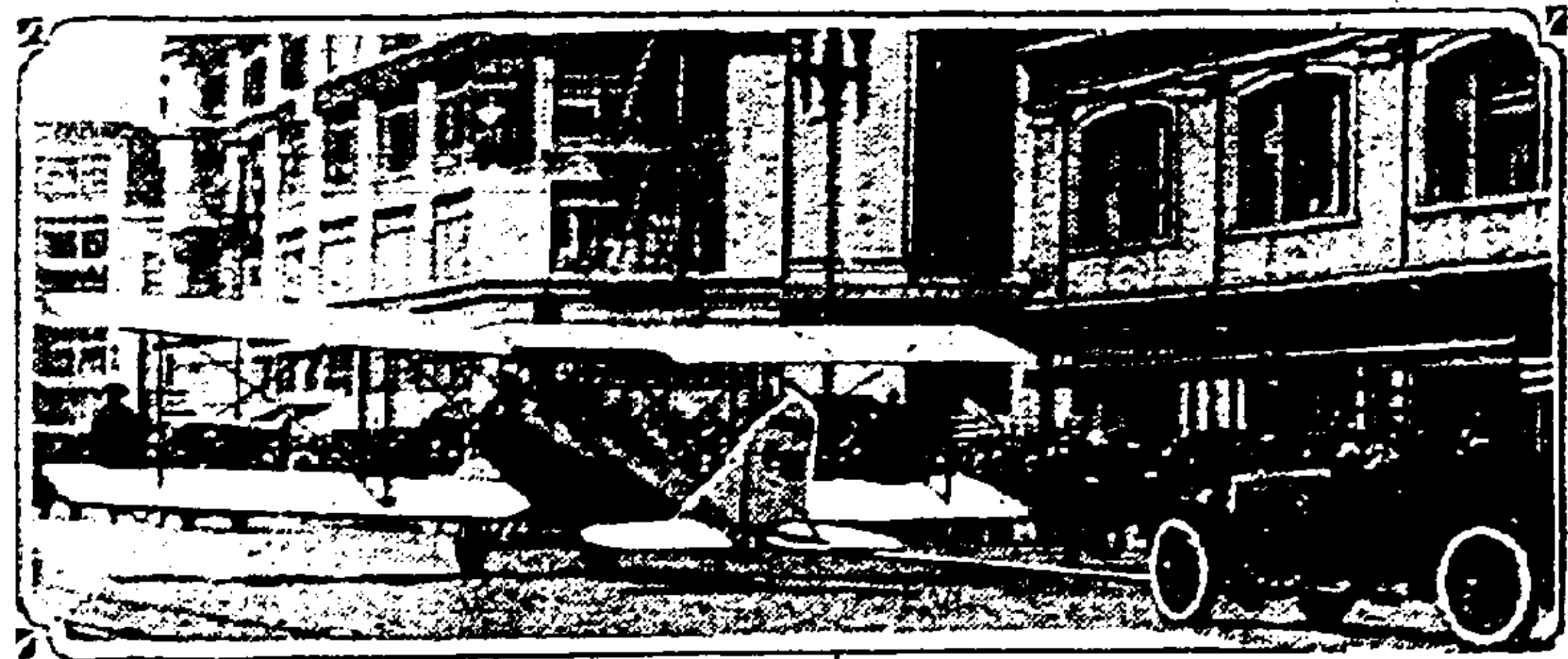
RIOTING AT BELFAST.

Soldiers on guard behind barbed wire entanglements in one of the streets in Belfast.



SINN FEIN LEADERS.

Left to right.—J. J. O'Kelly, the Lord Mayor of Dublin, Councillor Mrs. MacGarry and Count Plunkett.



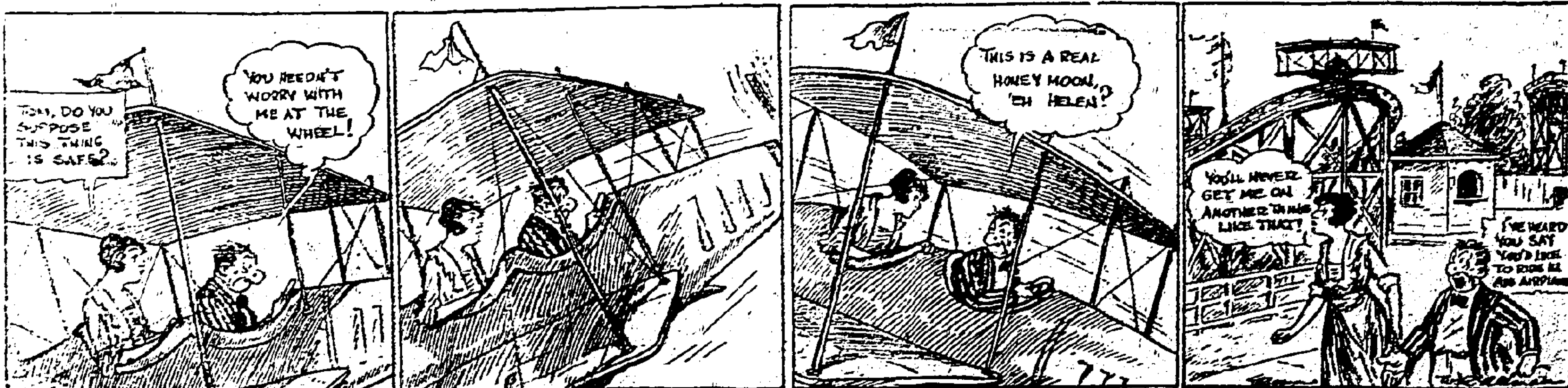
NEW USE FOR AEROPLANE.

Handled out of its natural element to do menial service in towing a motor car along the street, a winged Curtiss Oriole Plane demonstrated a new use for aeroplanes in the parade of the National Traffic Officers Association in San Francisco.

DOINGS OF THE DUFFS.

Airplanes and Everything.

BY ALLMAN.



NOTICES

AMERICAN EXPRESS COMPANY.

America 1841 Europe 1891.

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BREMER LONDON ROME
BRUSSELS LUGERNE SOUTHAMPTON
BUENOS AIRES MANILA SHANGHAI
CHRISTIANIA MARSEILLES STOCKHOLM
COBLENZ MONTIVIDEO TORONTO
COPENHAGEN MONTREAL VALPARAISO
EDINBURGH NAPLES WINNIPEG
GENOA NICE YOKOHAMA
GLASGOW OSTEND

In Process of Organization.

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COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:

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Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

LENIN'S WORLD PLOT.

(Continued from Page 1)

lately affects us. Lenin's plans
are of vital importance for our
own future. Is the future of
England going to be as we would
like it or as Lenin would like it?
Lenin has definite plans. Have
we?

I am fully aware that to many
the question, thus sharply put,
may savour of an exaggerated
anxiety, a wilful pessimism that
has no warrant in the present
situation. I shall be told that
Bolshevism is not such a great
danger as it seems, that in Russia
Bolshevism is bound to fall, and
that the best way to hasten its
fall is to bring it into as close
touch as is possible with a calmer
and healthier world.

AN INTERNATIONAL MOVEMENT.
There are a hundred arguments,
both facile and subtle, to prove
that Bolshevism does not consti-
tute a danger to England; that
the British workman by reason of
his habits, his temperament, his
sporting instinct, and his sense
of humour is impervious to the
abstruse and essentially alien
Bolshevik doctrine, and that his
disturb of foreigners will render
him hostile to a movement whose
foreign origin and foreign leader-
ship cannot fail to be obvious;
that the soft and placid outlines
of English landscape are un-
favourable to revolutionary
passion, and that compromise is
the characteristic feature of the
British spirit in all classes.

Let us have peace, then, runs
the argument, and let us finish
with the trouble, once and for all.
Let Russia go her own chosen
way, and let us go our own way.
Once the continual menace of
war is removed once the relations
between Great Britain and Russia
cease to be acute, most people
will cease to take an interest in
Bolshevism, it will no longer be
a subject of violent controversy;
and if it is no longer forced on
public attention its opportunities
for propaganda will largely
disappear.

Bolshevism is essentially an
international movement, and has
now come definitely out into the
international arena. It thrives on
international complications, and
by virtue of these complications,
which show no sign of coming to
a speedy end, it subtly infuses its
temper and methods into the
internal processes of each country.
Its leaders have a very keen

apprehension of the international
tactics required for their purposes.
It may not, therefore, be alto-
gether superfluous to scrutinize,
at this particular moment, the
methods by which the Bolsheviks
hope to attain their goal. And
first of all, it must be emphasized
that they are perfectly serious in
their purpose. They are really
out for a world revolution, for the
accomplishment of which they
would prefer to use the British
Empire as a lever.

They do not conceal
their aim. In fact they
make such a noise about it that
sensible-minded people in England
imagine that they cannot be
serious, that they are crying
"Wolf," bluffing, or performing
some other antic necessary for
demagogic effect. We are assured
that they really want peace for
the purposes of international con-
solidation, and that, once they get
peace, they will become moderate,
cease their revolutionary effort,
and concentrate on internal re-
form.

Nothing of the sort. What will
happen in Russia after peace is
concluded I do not know. That
depends on a number of factors
that need not be discussed here.
But that the Bolsheviks, having
secured peace, will abandon their
revolutionary effort no one who
knows the Bolsheviks can for a
moment admit. The world revo-
lution is the raison d'être of the
existence.

EMPIRE UNREST.

In Russia it was the war that
gave Lenin his opportunity. In
England it is the peace. It is
singular that England at the
present moment affords such
wide scope for Bolshevik
activities, but there it is—what
with Poland, Russia, Ireland,
India, Mesopotamia, our troubles
with Germany and our difference
with France—with Labour in-
clined to be restive in the back-
ground. It does not matter that
the bulk of English people know
and care little about these
questions, just as the great
majority of the Russian people
know and care nothing about
the question of annexations and
indemnities that formed the main
theme of Bolshevik agitation in
1917.

There is a widespread feeling
of sympathy for oppressed peoples
and distrust of anything that
savours of aggressive Imperia-
lism, and these feelings the
Bolsheviks know very well how
to exploit. They play on generous

humanitarian sentiment and fan
it to white heat on behalf of
remote causes of which very few
know the rights and the wrongs.
Partisan feeling is roused to its
highest pitch on issues that to
most people are obscure. Catch-
words are set in motion, and soon
come to be accepted by thousands
as indisputable truths. The
authority of government is
steadily undermined. Efforts are
made to put the Government
openly in the wrong; to make it
appear ridiculous or treacherous.
It is persistently represented as
a class government, a capitalist
government, even though it be
the product of universal suffrage.
And all the complications
that arise over such issues, the
front, and people who are not
Socialists and have no
interest in sociological theory
are subtly influenced by
this propaganda. Demo-
cratic sentiment becomes gradual-
ly imbued with the doctrine of
class war, which is the negation
of democracy. Labour organiza-
tions are drawn into an interna-
tional movement. Labour unrest
is exploited for international ends.
The economic struggle is com-
plicated with political issues.
By ingenious manipulation
conflicts over questions of wages,
hours, and industrial policy are
arranged and combined to em-
barass the action of the Govern-
ment in foreign affairs.

INGENUOUS PROPAGANDA.
But this is not all. If the
class issue were clearly and
sharply put, isolated from all the
complexity of national and inter-
national international interests
and antagonisms, if the class war
were openly proclaimed as an
attack on property in all its forms
and dimensions, and on the
present system of order and
civilization, there would be uni-
animity on the one side and
the other. The chances are
that the Bolshevik propaganda
would have little success
in face of the powerful forces
that would be ranged against it.

International conflicts give just
the opportunity needed to obscure
the real issue. The most re-
markable feature of Bolshevik
propaganda is the way in which
it rallies to its support a large
mass of progressive opinion that
would be emphatically anti-
Bolshevik if the question arose
of establishing the so-called
dictatorship of the proletariat in
England.

The moderate Labour leaders,
and even a certain number of
Liberals, are willing and eager
at certain moments and in vary-
ing ways, to support Bolshevik
tactics.

In the case of the Liberals the
situation appears to me to be this:
Lulled into security by prosper-
ity and by the seeming solidity of
the institutions and the economic
structure in which they have their
being they indulge their humani-
tarian sentiments to the full. They
believe wholeheartedly in the
power of moral suasion. They
believe in the fundamental good-
ness of mankind, and they are
bitterly opposed to the exercise
of coercion, more particularly by
their own Government, whether
it take the form of a war ab-
road or administrative measures
at home.

In the case of the moderate
Labour leaders these con-
siderations are reinforced by the
necessity of making continual
concessions to the extremists in
their movement in order that
these, by inflammatory agitation,
should not wrest from them the
power they wield over the masses.

CRAFTY TACTICS.
Now suppose the Bolsheviks,
with their now greatly enhanced
resources, wish to provoke a social
revolution in England—and that
is their intention their own
utterances make dazzlingly clear,
to the point of blinding the eyes
of those who will not believe.

Their tactics are obvious. They
have undertaken a definite
strategic action against the
British Empire. They are
fomenting rebellion in Ireland,
India, and in Egypt. They are
undermining British influence in

Persia. By a subtle propaganda,
that plays on all the strings of
British whim, prejudice, and
party feeling, they have creat-
ed in British opinion a
hopeless confusion as to the
real nature of their own
regime in Russia. They have
taken the utmost advantage of
the post-war discontents, disap-
pointments, and rivalries. They
have edged their way into the
complexities of the international
diplomatic game, and have played
in it a most skilful and successful
part. They work in the heart
of the British Labour movement,
and the only British Labour daily
is cleverly run in their interests.
Their action intimidates British
Labour leaders into a shilly-
shally policy of compromise with the
extreme demands which they
make, and embroils the Labour
movements in risky conflicts
which prevent the development
of a sound and progressive Labour
policy. The sympathies of a
certain section of Liberals are
engaged in the struggle. Their
antipathy to war and to admini-
strative coercion are subtly
appealed to in order to rance
them on the Bolshevik side in the
present stage of the conflict.
They are intimidated by the mere
shadow of reaction.

If the question of Ireland, of
India, or of Egypt is discussed,
their most passionate endeavour
is to prevent anything that sug-
gests the use of force. If, in the
progress of disturbance, a move-
ment of revolt were to arise in
England they could be trusted to
raise a violent outcry against the
use of coercion here. Yet, by a
strange incongruity, they are
always eager to find excuses
for the excessive forms of coercion
on the part of the Bolsheviks.

It is almost impossible to imagine
that if the Polish conflict is set-
tled, Bolshevik propaganda will
die down in England. In one
form or another, in connection
with ever multiplying interna-
tional conflicts, the Bolsheviks
will find increasing opportunity
for propaganda and action on
their chosen lines.

I do not believe that if it came
to an open fight a Bolshevik re-
volution in England would
succeed. But the attempt is im-
minent, and we are rapidly drift-
ing into a position in which
strategic advantages are accumu-
lating in the hands of the
Bolsheviks. It is as well to
recognize their tactics closely,
for in a world of weakness
and compromise they alone have
policy and a purpose.

HIMRODS

Gives Instant Relief

ASTHMA, BRONCHITIS,
NASAL CATARRH, OR
ORDINARY COUGH.

CURE FOR ASTHMA

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

From	To	Time
10.00	10.30	10.15
10.30	11.00	10.45
11.00	11.30	11.15
11.30	12.00	11.45
12.00	12.30	12.15
12.30	1.00	12.45
1.00	1.30	1.15
1.30	2.00	1.45
2.00	2.30	2.15
2.30	3.00	2.45
3.00	3.30	3.15
3.30	4.00	3.45
4.00	4.30	4.15
4.30	5.00	4.45
5.00	5.30	5.15
5.30	6.00	5.45
6.00	6.30	6.15
6.30	7.00	6.45
7.00	7.30	7.15
7.30	8.00	7.45
8.00	8.30	8.15
8.30	9.00	8.45
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